"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Showers, cooler to-day; fair to-morrow; moderate winds.

VOL. LIX...NO. 19,119. NEW YORK, MONDAY, MAY 30, 1910.—TWENTY PAGES. ONE CENT In Greater New York, Jersey City, and Newark. Elsewhere, TWO CENTS.

THIEVES CRACK SAFE IN BROADWAY STORE

Boy in the Street Hears the Explosion and Gives the Alarm to the Police.

SECOND VISIT IN 6 MONTHS

But This Time They Leave $4,000 Regal Shoe Cash Behing—Done in Broad Daylight.

A bold though unsuccessful attempt to rob the Regal shoe store at Broadway and Thirty-seventh Street in broad daylight took place yesterday afternoon when cracksmen set a time fuse and charge of nitroglycerine, which exploded with a deafening crash and tore away the outside door of the safe. The timely arrival of the police prevented the safe-crackers from making off with $4,000 in cash which the safe contained.

It was the second time the cracksmen had visited the store within six months. On the first occasion they blew open the safe and got away with about $4,000 in cash, the receipts of the Saturday business.

The police are inclined to believe that the burglars who tried to get at the contents of the safe yesterday were the same who robbed the store six months ago.

Yesterday's attempt to rob the store, which is the show place of the company and is on the ground floor of the Regal Building, took place a few minutes before 6 o'clock. Policemen Heap and Lynch were on Broadway, between Thirty-eighth and Thirty-ninth Streets, when a small boy ran up to them and exclaimed:

"A man has just shot himself in the Regal Building."

The lad had been standing in front of the store and had heard the explosion. Both policemen ran to the store and peered in through the front windows. Inside the store they could see a cloud of light gray smoke hovering around the wire-inclosed office at the rear, where the safe is located.

They knew at a glance what had occurred. While Heap guarded the Broadway door Lynch ran around the corner to the door which opens upon Thirty-seventh Street. This door had been forced open, then closed. Both policemen thought at the time that the burglars were inside, for both doors were fastened. In fact, a heavy nail had been driven through the edge of the front door and was imbedded in the jamb, effectually fastening the door even when the lock was turned.

While Heap and Lynch stood on guard Lucius L. Lanier, the assistant manager of the shoe company, arrived, as was his regular custom on Sunday afternoon, to see that the place was all right. With his pass key the rear door was unlocked and the policemen went inside, their revolvers drawn and ready for a sudden attack.

But no cracksmen were to be seen. The policeman searched the building from ground floor to roof, but no trace of the burglars could they find, except a kit of cracksmen's tools which lay scattered around the floor near the partly demolished safe.

Heap telephoned to Headquarters, and in a few minutes Detectives Hyams and Hughes were on the scene. Hughes was one of the Headquarters men who tried to trail the said crackers after the first attack on the Regal Company's safe.

The detectives found that a large wicker-work hamper had been dragged by the burglars across the front of the wire-inclosed office, effectually shutting out the view of the safe from the Broadway side. Behind this they evidently worked while setting the charge of nitroglycerine. The front of the safe faced the main part of the store, and was accessible through a small gate in the wire work which surrounded the office. Near this hamper the detectives found a short section of fuse such as cracksmen use, a bottle half filled with nitroglycerine, a twenty-four-inch jimmy, and a ten-pound blacksmith's sledge.

The outside door of the safe had been blown open, but the inner door remained practically intact. The charge had upset the tumblers of the outer door and unlocked the combination. It required only a turn of the knob on the inner door to open it.

While the police and detectives looked on Mr. Lanier opened the inside door. There he found $4,000 in notes and silver coin untouched. Leaving the safe and its contents the detectives began to seek clues. They found that a panel of the cashier's office, which stands only a few feet away from the wire-bound office and the safe, had been cracked by the force of the explosion. But beyond the fuse and the bottle of nitro-glycerine, and the jimmy and sledge the detectives could find nothing which might aid them in their search for the cracksmen.

The detectives say that it was evidently the work of experienced safe blowers. They believe that the cracksmen after setting a time fuse left the store and went somewhere in the immediate neighborhood to await the explosion and to see if the noise would attract any one to the store.

On the occasion when the store was robbed six months ago the sound of the explosion was heard by no one on the street, unless it was by the cracksmen themselves, and the burglary was not discovered until many hours afterward.

ALASKAN COAL FOR NAVY.

Admiral Dewey Reports on Availability as Substitute for West Virginia Coal.

WASHINGTON, May 29.—Admiral Dewey, President of the General Board of the United States Navy, has forwarded a report to the Secretary of the Navy as to the possibility of procuring and the economy of using Alaskan coal in the service. The report is in the form of answers to questions concerning the matter.

In answer to the question as to whether the Alaskan coal would in case of war with Japan be of use to the Government for the Asiatic fleet, the report states that "should this Alaskan coal be of the grade required by the navy, the cost of mining and transportation not greatly exceeding that for coal in the Eastern States, and it be laid down in an accessible and safe Alaskan harbor with proper facilities and in quantities necessary for the fleet, it would be of advantage to the Government."

Other interesting figures and data are given. The West Virginia fields supply the greater part of the coal used on the Pacific, the rest being imported from Australia. The cost of transportation of the West Virginia coal to the Pacific Coast averages $4.50 per ton; to Manila and Yokohama there is an added cost of $2.75 per ton.

SPEND TO-DAY AT GARDEN CITY.

There is but one Garden City,

That is Garden City Proper,

New York's most beautiful suburb. Our sales of residence plots during the past 10 days have amounted to over $800,000. Visit the property. Compare it with all other places and you will see why. 'Phone for particulars and transportation to Madison 9044. Gage E. Tarbell, 320 Fifth Ave.—Adv.

CHINESE MAY BOYCOTT US.

Movement Against Our Goods Started as a Measure of Retaliation.

Special to The New York Times.

SAN FANCISCO, May 29.—A boycott of American goods to extend all over China is the plan formulated at a meeting to-day at the headquarters of the Chinese Chamber of Commerce here. To-morrow cablegrams are to be sent to the merchant societies and organizations of the empire asking their co-operation.

The boycott is to be undertaken by an organization entitled the "League of Justice," formed at the meeting in the Chinese Chamber of Commerce rooms. While officers were elected, their names are being kept secret until such time as the league is of sufficient strength to warrant general publicity. Over 500 of the representative citizens of Chinatown were present at the meeting, all of whom signed the roll of membership.

The reason for the boycott and the objects of the league were explained by one of the members as follows:

"The Chinese, not only in San Francisco, but throughout the country, have felt for some time that they are not being treated with the justice and equality they have a right to expect. In the placing of detention sheds at Angel Island we feel that we have been treated most unfairly. If we wish to act as witnesses for any of our compatriots we are forced to lose a whole day in going to the island and returning. Then, on the island we are not treated with the courtesy we have a right to expect, if only because of our commercial standing in this city.

"We have appealed to Washington and have sent representatives there to plead our cause before the United States Government. But nothing has been done for us, and we are tired of being fed on promises.

"A boycott of American goods in China at the present time would result in great loss to the commercial interests of the United States, but it is the only way by which we can show our power and demonstrate that, if we are not treated with equality and justice in this country, the American merchant can expect no better treatment in ours."

FIRING SQUAD KILLS SOLDIER.

Shoots Him Many Times by Accident at Monterey Presidio.

MONTEREY, Cal., May 29.—His body an unseen target for a rain of bullets from a firing squad at rifle practice, Claude Hetherton, a private of Company K, Thirteenth Infantry, stationed at the Presidio, who was taking measurements of the range, was shot in many places, and died in the reservation hospital two days later.

The accident occurred last week, but the facts have just come to light. An investigation delayed the funeral until yesterday.

All the afternoon of the day he was shot Hetherton crept about on the embankment while the bullets whissed about him. His cries could not be heard. After he was hit for the first time he made an effort to drag himself out of range, but no matter which way he turned his escape was cut off. Finally he sank back on the sand mound awaiting the shot that would end his torture. Bullets sped about him, ripping his clothing and tearing his flesh. When markers found him his head had been shot nearly off.

Hetherton was married.

FIRE FEEDS ON WHISKY.

Burns for Hours in Downtown District of Pittsburg.

Special to The New York Times.

PITTSBURG, May 29.—A drenching rainstorm swept over Pittsburg at 8 o'clock to-night and gave great assistance in quenching a fire which had raged for seven hours in the downtown part of the city. While the loss will not exceed $250,000, the fire was a stubborn one and more than thirty firemen were hurt. Seven are in the hospital but none will die. They were overcome by smoke.

The fire started in a Diamond Street saloon, owned by a man named Goettman, next to the Great Northern billiard hall, owned by the Harry Davis interests. The saloon was destroyed, together with several hundred barrels of whisky. About 10,000 moving picture films owned by the Davis interests were destroyed in the billiard hall.

The Hofbrau House was also destroyed, with its stock of whisky, and several of the larger stores in the crowded downtown district were on fire at times.

The fire was under control at 10 o'clock to-night, but it will be twenty-four hours before it is entirely extinguished.

PHILADELPHIA BANKERS HELD

Crawford Brothers Must Answer Charges of Misappropriation of Funds.

PHILADELPHIA, May 29.—J. Kinnier Crawford, Vice President, and his brother, Joseph S. C. Crawford, Secretary Treasurer, of the American Trust Company, which was ordered closed by State Bank Examiner Tabor last November, were arrested and held in $10,000 bail each to-day to answer charges of misappropriating the funds of the institution.

Frank H. Caven, the receiver, and Mr. Tabor testified at the hearing to-day, and it is asserted that transactions by which the bank was defrauded of almost $250,000 will be shown.

J. Kinnier Crawford, who is a practicing physician, purchased a controlling interest in the institution in 1905. His brother was employed there at the time, but was not a stockholder.

AUSTRIAN RULER'S TOUR.

Francis Joseph Goes to See Provinces His Country Has Annexed.

BUDAPEST, May 29.—Emperor Francis Joseph, accompanied by Count Von Aehrenthal, the Foreign Minister, and several other Ministers, started to-night on a special train to tour Bosnia and Herzegovina.

An extensive programme of receptions and fêtes has been arranged in the principal cities of the annexed provinces.

FAMINE IN AMOY REGION.

Price of Rice Risen Fifty Per Cent.—Demonstration at Chang-Chow.

AMOY, May 29.—The price of rice has risen 50 per cent., and the poor are unable to buy food.

As a consequence of this, an anti-Government demonstration took place to-day at Chang-Chow.

Mrs. Taft's Father Very Ill.

Special to The New York Times.

CINCINNATI, Ohio, May 29.—Mrs. William Howard Taft, wife of President Taft, will reach Cincinnati early to-morrow morning from Pittsburg, where she went yesterday from Washington, and will be taken immediately to the bedside of her sick father, John W. Herron, who is 82 years old, a veteran attorney. It was reported that Mr. Herron was sinking slowly. His age and his natural weakness have often caused Mrs. Taft to break away from friends and come to him, and this time, it is said, he is worse than ever before.

INDICTED SENATOR CANNOT BE FOUND

Broderick, Named in Illinois Bribery Allegations, Is Wanted in Springfield.

LORIMER BACK IN CHICAGO

Says Holtslaw, Who Confessed, Is in the Same Class with White—Will Not Discuss Case.

SPRINGFIELD, Ill., May 29.—State's Attorney Burke of Sangamon County was disturbed to-day by the fact that State Senator John Broderick, who is under indictment here, could not be found in Chicago. It was Broderick, according to the confession of Senator D. W. Holtslaw yesterday, from whom he received $2,500 for voting for William Lorimer for United States Senator and $700 as his share of the legislative jackpot.

Broderick is wanted as a witness in the investigation being conducted by the Grand Jury here. Intimations were made to-day that he was being withheld from Sangamon County. State's Attorney Burke declined to say whether he believed the Chicago authorities were trying to block him, but it was obvious that he entertained such a suspicion.

Five legislators besides Broderick are expected to testify before the Grand Jury this week. These are Senator Stanton C. Pemberton (Rep.) of Oakland, under indictment for conspiracy to commit a felony in connection with the furniture deal; Senator D. W. Holtslaw (Dem.) of Iuka, who was indicted, confessed, received immunity, and will be questioned for further information; Representative Joseph S. Clark (Dem.) of Vandalia, under indictment for conspiracy in furniture deals; Representative Charles L. McMackin (Rep.) of Salem, who voted for Lorimer, and Representative Harvey D. McCullom (Dem.) of Louisville, who voted for Lorimer.

Another witness to be examined is A. B. Johnston, who acted as local agent for the Ford & Johnson Co., in the furniture deal, and whom Senator Holtslaw and Otto Freir, of the Derby Desk Company, have implicated.

The Grand Jury does not reconvene until Tuesday, but State's Attorney Burke will proceed to-morrow with the examination of witnesses, having received assurances that Senator Pemberton and Representative Clark will be on hand to-morrow morning.

CHICAGO, May 29.—Senator Lorimer arrived here to-day and departed a few hours later, for what destination he would not say. Mr. Lorimer refused to discuss any phase of the Senatorial bribery scandal. He was asked to make a statement regarding State Senator Holtslaw's confession that he had received $2,500 for voting for Lorimer for Senator.

"Holtslaw is in the same class as White," said the Senator. "I will not discuss him. In fact, I will not say another word. Everything I intend to be said is in my speech to the Senate."

State Senator Broderick, who was indicted by the Sangamon County Grand Jury yesterday, has disappeared. He dropped out of sight when the news of his indictment was telephoned to him yesterday, and efforts of detectives to find him have failed.

Judge McSurely will rule Tuesday morning, on the motion of Senator Lee O'Neill Browne's attorney, to quash the indictments against him. If he overrules the motion the trial will proceed at once.

SIX HURT IN A COLLISION.

Two Twenty-Third Street Crosstown Cars Come Together.

A man, three women and two babies were injured last night when two Twenty-third Street crosstown cars collided at Twenty-third Street and Tenth Avenue. The injured are: Mrs. Dora De Waldo, of 440 West Thirty-first Street, her two children, Edward, seven months, and Helen 20 months; Mrs. Kate Kuhlwitz, of 102 Manhattan Avenue, Jersey City; Miss Helen Chastrend, of Elizabeth, N. J.; and Philip Raba, of 514 West Twenty-first Street.

Mrs. De Waldo and her two children and Raba were not on either of the cars when the accident happeend. Mrs. De Waldo was wheeling Edward in his carriage and Helen was toddling along behind her father. Raba was near by. As the five were walking in front of the first car, which had stopped on the east side of Tenth Avenue, the second car bumped into it causing it to move forward. The front platform struck Mrs. De Waldo, her two children and Raba, knocking them to the ground.

The rest of the injured were passengers in the first car. When it was struck they were thrown violently to the car floor.

Policemen Cunningham and Dwyer of the Old West Twentieth Street Station called Dr. Donnell from Bellevue Hospital who attended the injured.

Motorman John Schwartz of the second car said the accident was due to the failure of his brakes to work. Motorman Michael Cunningham of the first car had a bad fifteen minutes following the accident. Several men and women in the crowd which gathered thought he had run into Mrs. De Waldo and her children, and angry voices were raised against him. The police, however, quieted the crowd.

DIES IN STEEPLECHASE PARK.

Unidentified Man Fell from Iron Horse—Another Killed by Trolley.

An unidentified man fell from one of the iron horses in Steeplechase Park, Coney Island, last night, and was instantly killed. Addresses of Charles Wright, 520 East 118th Street, and Samuel Hogan, 2,846 Broadway, were found in the pockets of the dead man's clothes, as were also a number of autographed photographs of actresses and $30 in money.

The horse he was riding was leading the others, and was in the open part of the course outside the main pavilion when he lost his balance and fell to the platform below, striking on his head.

The police said there was every reason to believe that death was due to the man's own carelessness. No arrests were made.

The Bath Beach police also reported a death last night, when a man, whose body has not been identified, was run down by a Thirty-ninth Street Ferry trolley car at Bay Forty-sixth Street, midway between Ulmer Park and Coney Island. There was nothing in the man's clothes to identify him.

SCOFFS AT CORTELYOU BOOM.

Friend of Roosevelt Denies the Colonel Wants Him for Governor.

There was a rumor about yesterday, whch was talked over with a great deal of interest last night in the places where local politicians congregate, that Col. Roosevelt has sent a request to the leaders of the party that George B. Cortelyou be the Republican candidate for Governor this Fall. It was said that the message had been sent direct to President Taft, and that he had transferred it personally to Mr. Cortelyou.

The latter could not be seen yesterday, but one of Col. Roosevelt's closest friends and the man through whom the majority of his messages to this country have been transmitted since he has been away declared that the story was ridiculous.

"The Colonel has not meddled in local affairs at all so far, and I do not believe that he intends to," said he.

Both State Chairman Woodruff and County Chairman Griscom were out of town yesterday.

Special to The New York Times.

WASHINGTON, May 29.—Nothing is known here of Mr. Roosevelt's reported determination to push Mr. Cortelyou for Governor of New York. In fact the general tendency is to discount the report in view of Mr. Roosevelt's repeated declarations that he means to make no pronouncements on political subjects to any one until he has had time after his return to this country to see the situation at close quarters. It has been reported here that he had expressed an intention to push Mr. Loeb for the post, but he instantly denied that he had expressed any intention whatever.

DISASTER DUE TO WRECKERS.

Switch That Derailed Lehigh Valley Train Had Been Tampered With.

Special to The New York Times.

WILKESBARRE, Penn., May 29.—Officials of the Lehigh Valley Railroad Company who investigated to-day the cause of the wreck at Stull, on the Bowman's Creek Branch, last night, in which two were killed and thirty injured, are convinced that it was caused by train wreckers.

The switch by which the last two cars were thrown from the track had been tampered with. While the upper part indicated a clear track the lock had been broken and the rail flange bent to catch the wheels of a train. It is believed this was done a short time before the wreck, as a number of other trains had passed since the switch was last used on Friday afternoon. Detectives are now at work on the case.

It is expected that all the injured, with the exception of Mrs. M. Margaret Mohe of Stull, will recover. She is 74 years old. She was badly crushed about the body and her left hip was broken. She was returning from Avoca, where she had been to decorate the grave of her husband.

BILLARD MAY BE DIRECTOR.

Meriden Man Likely to be Chosen by New Haven Railroad Board.

Special to The New York Times.

NEW HAVEN, May 29.—John L. Billard of Meriden, it was said here to-night, is likely to be the new Director of the New Haven Road in place of John Howard Whittemore, who died suddenly yesterday at his home in Naugatuck.

Mr. Billard has been closely associated with the New Haven Road and is the man to whom the road sold its large interest in the Boston & Maine when forbidden by the Massachusetts Legislature to hold it longer. He promptly sold it back to the New Haven Road when the Massachusetts Legislature legalized the holdings of the New Haven Road in the Boston & Maine. He and President Mellen are fellow-Directors in the Second National Bank of New Haven.

The railroad Directors will fill the vacancy in two weeks.

SUBWAY BLOCKED.

West Farms Express Train Jumps a Switch—Passengers Walk to Station.

A broken switch tied up the West Farms Division of the Subway for an hour early last evening. At 7:30 o'clock a northbound express, with its eight cars crowded with passengers, jumped the switch at 142d Street where the subway divides, one branch going to Lenox Avenue and the other to Bronx Park.

After waiting in the train a half hour the passengers got restless and several tried to get out. The guards refused to let them out at first, but the men passengers argued with them until one opened a door.

About fifty men and women jumped to the track, braving the dangers of the third rail, and walked alongside the train and up the track to the station at 145th Street. Those who waited in the train did not get out until nearly 8:30 o'clock.

The accident blocked the trains as far down as Harlem. The Interborough officials explained that the long delay was caused by the length of time it took to repair the switch. No one was hurt.

TO DIVE FOR SPANISH GOLD.

Expedition Will Begin Operations Soon in Nova Scotia Waters.

HALIFAX, N. S., May 29.—The recovery of sunken treasure estimated to be worth between $250,000 and $500,000 is the object of an expedition which is to begin operations in Port Murray Bay, Annapolis County, within a few days. The treasure has rested for nearly a century, it is believed, in the cabin of the Spanish galleon Don Gigra, which was sunk in Port Murray Bay about 100 years ago.

A company of Annapolis business men has engaged two divers, who will arrive at Annapolis from New York within a week, bringing with them modern wrecking, dredging, and diving appliances.

The Don Gigra lies in nearly twenty-five fathoms of water, and is swept by the strong tides and cross currents which course the shores of the Bay of Fundy. These conditions have hitherto proved insurmountable barriers to the recovery of the treasure.

SWIMMER DESERTED; DROWNS

His Companions Ran to Police Station When He Called for Help.

Louis Dorfio, seventeen years old, of 165 Bleecker Street, sacrificed his life to his fondness for early Summer swimming yesterday afternoon. With two companions he went to 206th Street and the Harlem River and while in the water was seized with cramps. When he called for help his companions scrambled out of the River and, dressing, hurried to the Kingsbridge police station half a mile away.

Lieutenant Connelly accompanied them back, but when they reached the river Dorfio, of course, had gone down. Harbor Squad B sent out a launch full of policemen and after several hours' work they found the body and took it to the Harlem Morgue.

CURTISS FLIES, ALBANY TO NEW YORK, AT THE SPEED OF 54 MILES AN HOUR

Travels Faster Than Twentieth Century Limited, but Times Special Train Keeps Pace.

2 HOURS 46 MINUTES IN AIR

Stops Near Poughkeepsie and Again at 214th Street, Landing on Governors Island.

WAS ONCE NEAR TO FAILURE

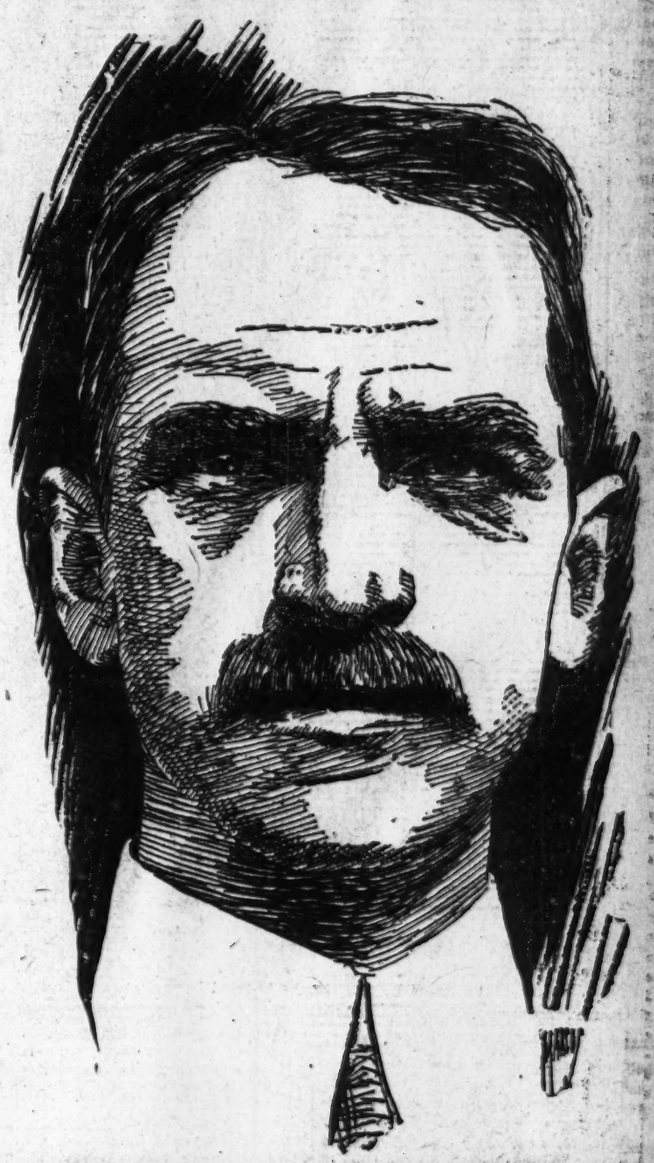
Heavy Gusts Caught Him Off Storm King and Drove Him Almost Into the River.

WIFE SAW FROM TIMES TRAIN

Joyous at Beginning, Frightened by Mountain Perils, Kisses Him in His Triumph.

THOUSANDS ON CITY ROOFS

Aviator Cool and Untired at the Finish of His Trip—Receives His Prize, a Check for $10,000.



GLENN H. CURTISS

TIMES OF CURTISS'S FLIGHT.

	A. M.
Started from Albany	7:03
Arrived at Camelot	8:25
Left Camelot	9:29
Arrived at 214th St. and Broadway	10:35
Left 214th St. and Broadway	11:42
Arrived at Governors Island	12:00

Actual flying time, 2 hours 46 minutes.

Flying time to first stop in New York City, 2 hours 28 minutes.

Time spent at stopping places, 2 hours 11 minutes.

Total time of trip, 4 hours 57 minutes.

Distance covered, 150 miles.

Average flying speed, 54.18 miles, or a mile every 1 minute 6 seconds.

Time of Twentieth Century Limited between Albany and New York, 2 hours 51 minutes. Distance, 143 miles. Average speed, 49.6 miles an hour.

Glenn H. Curtiss, until yesterday known as the aviator who had captured the international speed trophy at Rheims, arose from the tide flats of Van Rensselaer Island, at Albany, at 7:03 o'clock yesterday morning in the smallest biplane that has figured seriously in the world's great flights. He sped upward to a height of 1,000 feet, maintained it for forty miles, swung then over the Catskills at a far greater height, once attaining a maximum of almost 5,000 feet, dropped down above the Hudson waters for another forty miles, and landed finally at Governors Island at noon. He had covered 150 miles in an actual flying time of 2 hours and 46 minutes, and had won for himself enduring fame, in addition to a prize of $10,000 offered for the feat by The New York World.

The flight, which sets a new mark in the conquest of the air, was made through a territory presenting a great variety of perils, far greater than any other stretch that aviators have tried. Side cañons, high cliffs, eddying currents, and reverse currents shooting out of gulches into the Hudson Valley all played their part. One stretch made Curtiss fight every inch of his way, while his tiny craft tossed and pitched like a yacht in a hurricane. Through the difficult places, which include the treacherous Storm King pass, Curtiss pumped oil into his craft so plentifully that a long blue haze hung out behind him, fanning itself into shape behind, like a comet's tail.

Success Where He Had Failed.

The trip was broken in two places, once at Camelot, near Poughkeepsie, for gasoline, and once at 214th Street and Broadway, where a stop was made for oil. There was poetic justice in reaching the landing place on Governors Island, for it was right in front of an aerodrome built for another time and another great occasion. Curtiss in his day had occupied it, when he had promised flights which he never made. He had gone away before the end of Hudson-Fulton week, leaving a public sadly dissatisfied, and a group of Hudson-Fulton officials in worse mood, for even an official statement had set it forth that "he should have stayed."

It was into this aerodrome that he rolled his Albany-to-Manhattan machine just after he had stepped out of the seat. Then he kissed Mrs. Curtiss, who had come from Albany in THE NEW YORK TIMES's special observation train, and had rushed across the city in a taxicab to join her husband and welcome him to earth again after his perilous hours aloft. Among the others to welcome him was W. J. Hammer, who, as Secretary of the Hudson-Fulton Aviation Committee, had expressed severe criticism of his former failure.

The total time of Curtiss's flight through the 150 miles of his trip was 2 hours and 46 minutes. He started from Albany at 7:03 o'clock in the morning, concluded the flight at 12 o'clock sharp, and spent 1 hour 4 minutes resting near Poughkeepsie, and 1 hour 7 minutes resting at 214th Street, while he replenished his reservoir with oil. The New York Central's fastest train, the Twentieth Century Limited, would make the same run, minus the distance from Forty-second Street to Governors Island, or 143 miles, in 2 hours and 51 minutes, or 49.6 miles an hour, a mile every minute and 19 seconds.

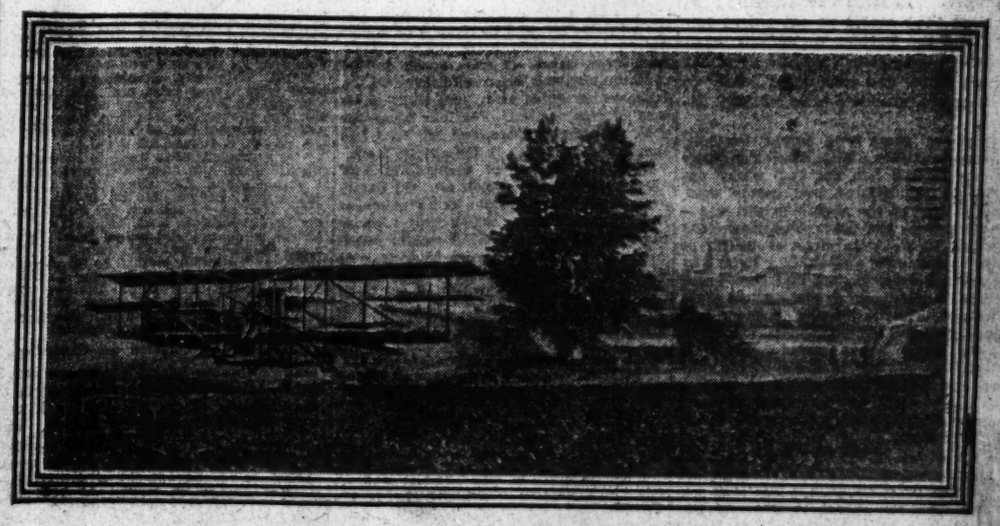
Curtiss's average speed was 54.18 miles an hour, which is equal to a mile in every minute and 6 seconds. As he fought his way slowly and threw away many miles in long sidewise drives through the worst of the mountainous country, his time for the better part of the journey was much better than his average.

Curtiss used a single propeller having a driving power of 350 pounds through mere air resistance. The machine was forced forward by an engine whose eight large cylinders worked without a missed stroke for the entire distance. The engine was of fifty horse power, the most powerful Curtiss has ever built, and it was so much heavier than those he normally uses that he was fearful whether he could handle it well in the upper reaches. Besides his extra weight he carried two air-tight metal caissons, to keep the craft afloat in case it dropped into the river, and five air bags, all of which made weight. His gasoline tank was double the normal size, and altogether he was on an aerial excursion that presented to him problems as difficult and novel as the course over which he flew.

Altered Tactics to Fit Conditions.

He did not adhere altogether to his announced intention of hugging the river all the way along. Instead he divided his trip into four sections, in each of which he used tactics of a vastly different nature. As he took the air from Van Rensselaer's Island he went directly to the river's centre, climbed 1,000 feet above it, and remained there as if a fixed object, not varying from absolutely level planes.

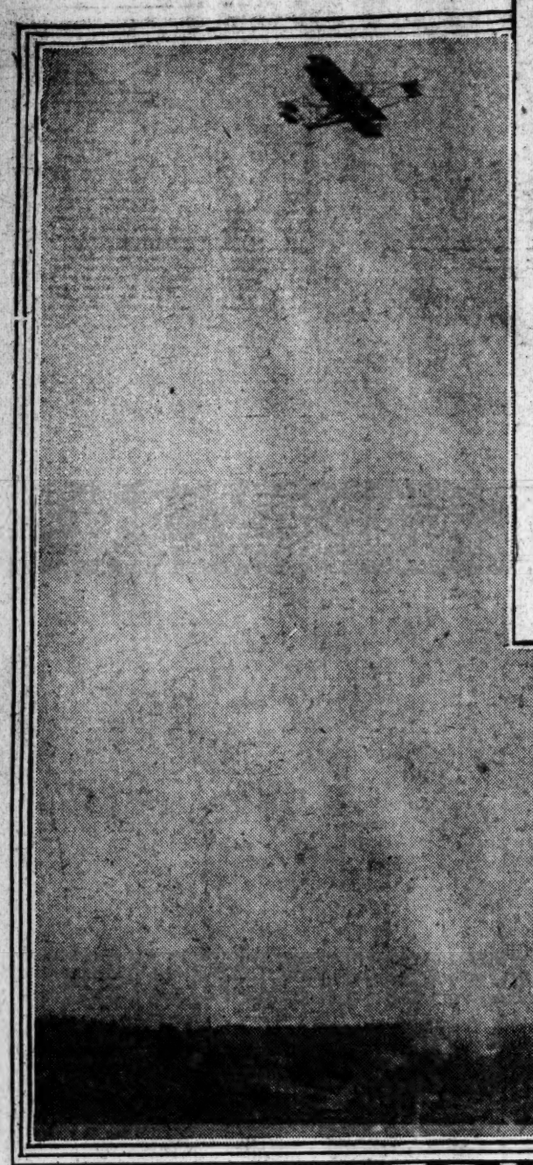
It was not until the Catskill Mountain House loomed against the western sky that he shifted his position. Then his plane began to zigzag as puff after puff of wind struck it side on from the mountains. Curtiss climbed to get away from the gusts, and Augustus Post, the official representative of the Aero Club of America, who was watching the flight at one side of THE TIMES correspondent on THE NEW YORK TIMES special train, said that the height at-



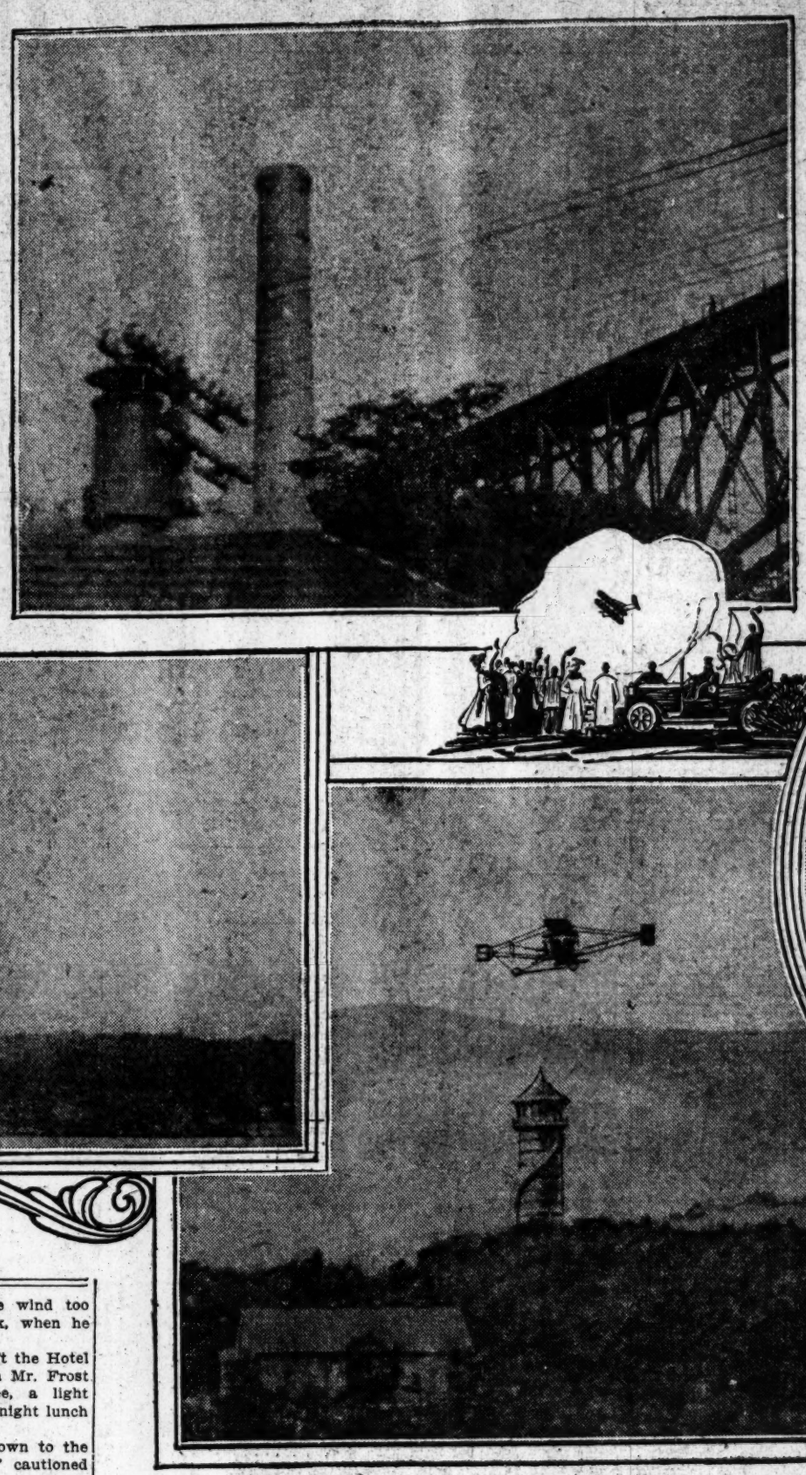
THE START AT ALBANY

Curtiss's Flight Photographed From The Times's Special Train Running 55 Miles an Hour

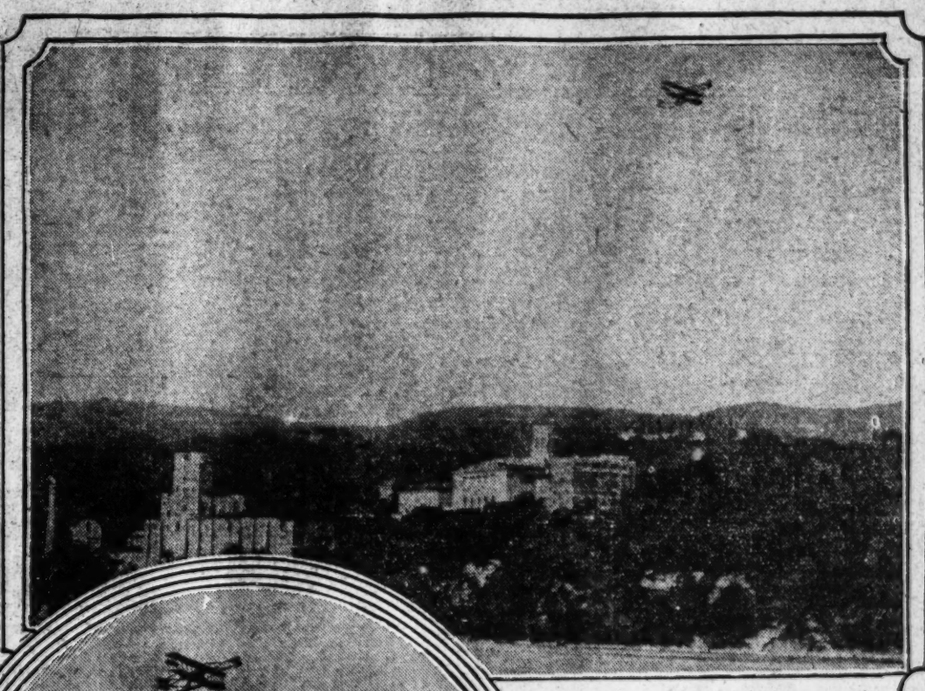
1,000 FEET OVER KINGSTON



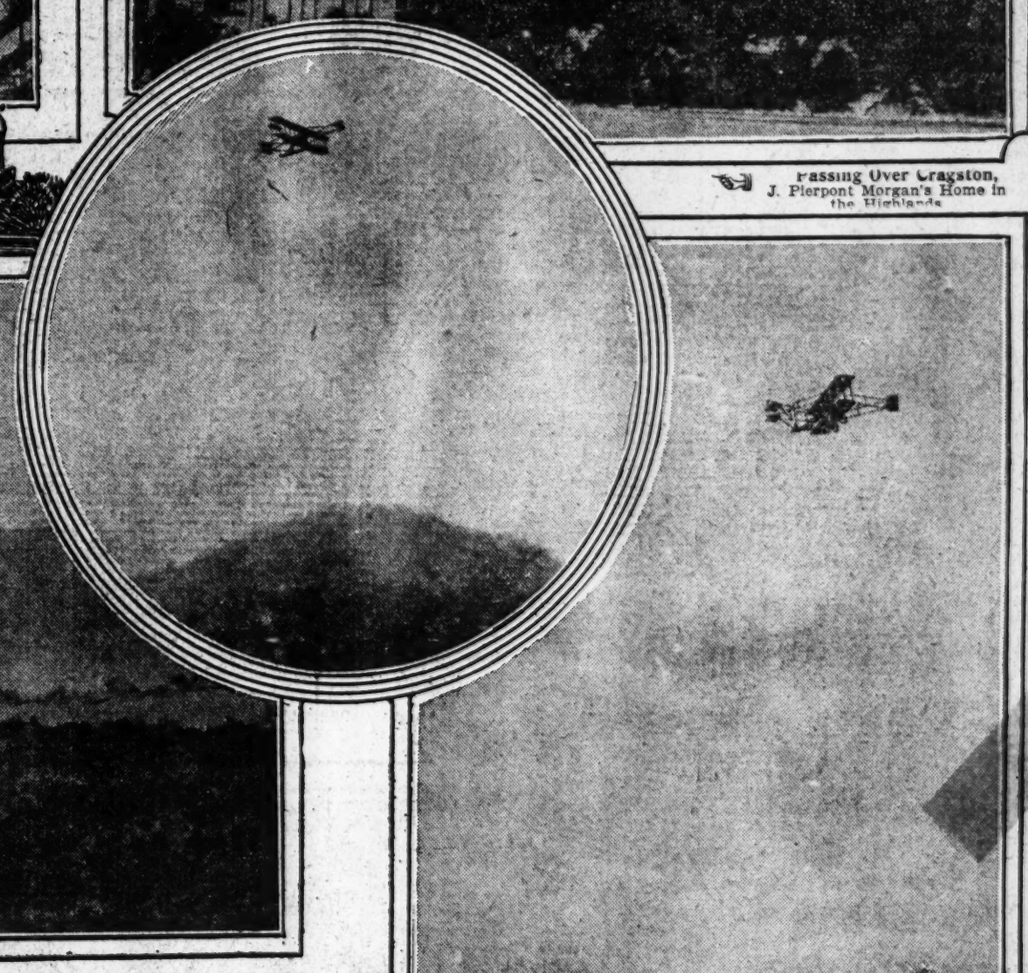
PASSING ABOVE THE POUGHKEEPSIE BRIDGE



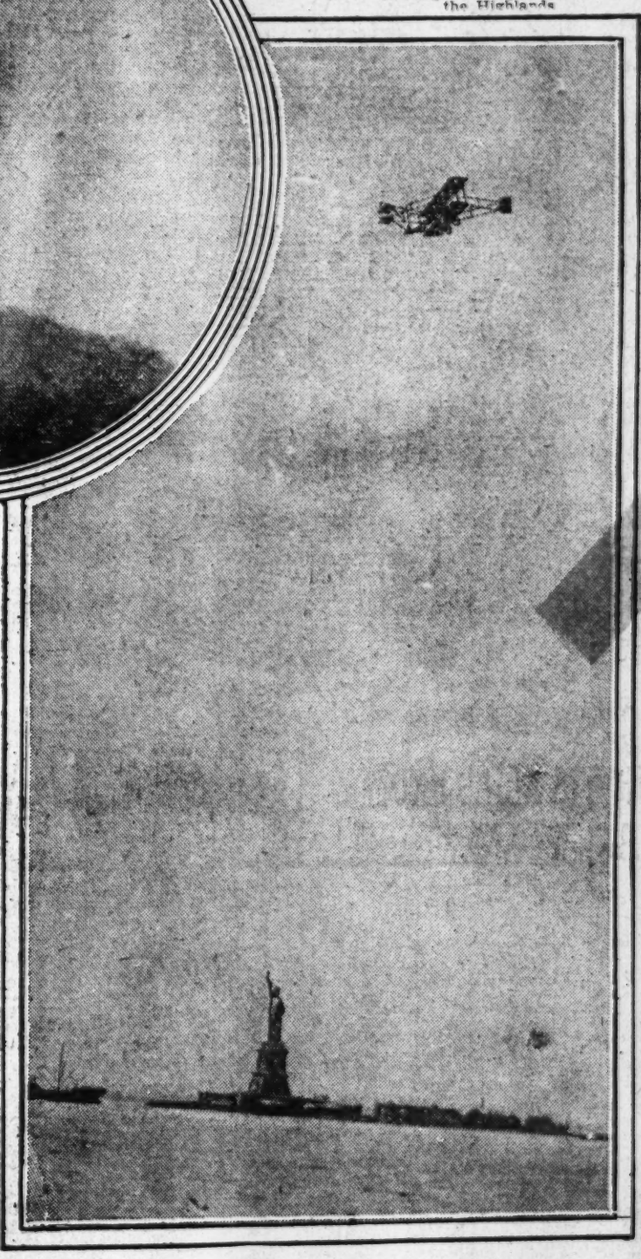
OVER WEST POINT



Passing Over Graxston, J. Pierpont Morgan's Home in the Highlands



OVER IONA ISLAND, IN THE HIGHLANDS



OVER THE STATUE OF LIBERTY

Photographs Copyright by Pictorial News Co.

tained was fully 3,000 feet. Curtiss himself said, after he landed near Poughkeepsie, that just before he reached Storm King he was feeling his way along at 5,000 feet. Heights are not to be accurately judged from a train scheduled through on the time of the Twentieth Century Limited, or better, and screaming its way along with an open throttle, pressing always, except through a stretch or two, to do its best, may not be overaccurately judged.

As Seen from The Times Train.

Seeing Curtiss fly was an experience one may not hope to duplicate in a lifetime. The New York Central officials who were asked to furnish a locomotive and a single car had actually supplied one of the best locomotives in their service, and four heavy coaches. There were only nine passengers in all.

"If we didn't have the weight," explained Lewis, the engineer, when asked about the cars, "we never would have been able to hold 'er down to the rails."

He was resting at Camelot as he spoke, while Curtiss was in the upland country pouring gasoline into his exhausted tank and getting ready for the second lap of his trip. Behind the engineer was a stretch of seventy miles through which he had streaked his way, fully aware that he was having the struggle of his career to gain time upon his new and untested competitor.

The Day an Ideal One.

The day that is to link the names of Hudson, Fulton, and Curtiss could hardly have been improved upon had it been made to order. The leaves hung drooping upon the trees, and the smoke curled straight up from Albany chimneys when Curtiss announced to THE TIMES correspondent that he could swing his special train out on to the tracks, and await the flying of a white flag from the island camp as the signal to start it forward in the race Manhattanward. The flags were hanging limp against their staffs on Governors Island and the Battery waterfront when Curtiss swung near Miss Liberty at her island home, and then came gently to rest on the romantic little military island.

Overhead there was bright sunlight, and now and then a little haze. The water of the Hudson laid flat and murky underneath the aviator, and hardly once, except through the narrow gorges was it rippling from the wind. The New York Central tracks were clear of traffic as they seldom are, and on that lucky circumstance depended the fact THE TIMES secured a photographic story of the flight through its entire length. In the river's lower stretches the steamboats, with their smoke zones above the funnels were almost absent, and in the clear air Curtiss had no difficulty either in picking out his stopping place at Camelot, or in finding another off-hand near the northern city limits.

Part of his flight—that down past the sky scrapers, where Wilbur Wright made forty-two miles an hour in the best previous American record to this one—was distinctly unnecessary to win The World prize of $10,000 offered for any one who could attain the flight needed to complete the poetic harmonies of Hudson-Fulton celebration week.

The rules called for a flight from anywhere within the city limits of Albany to anywhere within the limits of New York. He was several miles on the safe side of his bargain when first he landed on Manhattan just after passing Spuyten Duyvil.

"But I wanted to wheel my craft back into that old aerodrome on Governors Island," he said when it was all over, and the crowd at the island ferry slip were cheering him, "and I did." He added unnecessary risk, and a start with only half an opportunity to make a good one, to bring the event to just the conclusion he wanted it to have.

Dawn broke over Albany with a twilight zone which brought Curtiss out of his bed at 4 o'clock to find the wind too brisk, and again at 5 o'clock, when he decided it was just right.

THE TIMES correspondent left the Hotel Ten Eyck with him, and with Mr. Frost completing a party of three, a light breakfast was eaten in an all-night lunch place.

"You hadn't better come down to the camp with me this morning," cautioned Mr. Curtiss. "You had better get out of the yards with your train. I have told Mrs. Curtiss she hadn't better try to make the island visit, either."

At the New York Central yards a train crew that had been on duty at intervals for four days, expecting a flight which had not come, sniffed the atmosphere and seemed to find it just right. H. E. Brown, Assistant Superintendent of the division, who had come up from New York and had "killed time" for four days, including three morning "false alarm" starts, did not have to be called on a morning such as this.

He was on time, and with him was C. D. Van Schaick, Special Inspector of Motive Power, who had also joined forces with the special train to see that it came through without a hitch.

Charles Lewis, the engineer, fairly leaped into the cab when told "it was going time." M. Gillaran, the fireman, and Joseph Martin, the conductor, were shoveling coal and giving signals almost before Mrs. Curtiss, Mr. Post, THE TIMES correspondent, and the photographer could scramble aboard. To get it out of the yards the second section of the Twentieth Century Limited, just in, was held for five minutes while the special speeded to a siding in clear view of the aviatorial headquarters.

Airship Starts, Train Pursues.

It had been prearranged that a white flag, swung from the top of a building of the Standard Oil Company's plant by one of Mr. Curtiss's mechanics, would signal the train to start even with the aeroplane.

The Twentieth Century train has just whizzed past when the white flag loomed up in its expected position. The aeroplane soon shot upward and was off. The train crew had been warned that the rival in the air could do fifty miles an hour. They had smiled and had been incredulous. Before the engineer had fairly got the throttle open and the train was creeping on to the main track the aeroplane was away ahead, a mere speck in the southern sky, and one could fairly feel the train gather speed as it bent itself to its task of catching up. For four miles the road ran through trees, and only now and then could the speck in the sky be seen.

It was a matter of uncertainty how Mrs. Curtiss would take it all. On Saturday, when she heard the three blasts of the engine's whistle, which was a warning to her husband that all was in readiness, she had almost grown hysterical, as she saw the wind clouds sweep across the valley and bend the bushes in a way that spells fatality to air men. Now it was different. At the first view of her husband's craft she cried out with joy, and her eyes danced as she watched the speck ahead from an open window.

The train soon was gaining, and it was good news to all who watched. Soon it was doing its best, and the black speck in the sky became a speck with a sharply defined Maltese cross in the rear. Then the planes differentiated themselves and the ailerons between them took a normal shape. Gradually the brighter varnish of the spruce uprights showed forth against the black balloon cloth covering of the planes.

See Curtiss Sitting Steadily.

Athens, Stuyvesant and Stockport had whizzed behind, and the sun was breaking full on the craft well up within the sky. It flashed back off its varnish, glimmered through its whirring propeller blades and showed the contour of Curtiss sitting as immovable as any part of his craft and looking directly to the front where all was serene, without a cloud or a living thing to mar the prospect.

One wondered where the people were. Ice houses along the Hudson bank sped past in a continuous blur. Bits of forest and glimpses of hills hurried along as well. Always above, immovable as a fixed star, and not varying in the slightest degree, sped the aeroplane. We had to think to know it was speeding, and the thought really was of the way we ourselves were rushing along the shore.

One thing was certain: Curtiss had started. He had made a magnificent beginning, and the glow of initial success was upon all the watchers. Even the engineer could be seen almost climbing out of his cab, as the aeroplane swung over in line with it.

Danger in Getting Pictures.

The photographer became fairly possessed for pictures. The baggage car door was opened wide for him, but the train was rolling so it was not safe to stand very close to it. Assistant Superintendent Brown took note of that and placed his arms around the camera man, who insisted on leaning over and holding his camera out still further. Then Curtiss began to drop down slightly, and came near enough for the whirr of his propeller blade to be heard a tone or two above the rumble of the car wheels. Brown had to hold hard to the photographer then, and as he pressed to get clear outside the door, Brown advanced right to the edge of the car, the photographer he was holding leaned out, and a third member of the party, further inside, secured a firm hold upon Brown, and thus the three operated to get a focus upon the wonderful craft.

"We made those first twenty-five miles in thirty minutes," said Mr. Brown, "counting in the slow miles while we were getting started."

The straight, even flight was not broken for forty miles, and then the gentle foothills of the Catskills gave place to the mountain cliffs themselves. The Curtiss machine began to snow it was not a fixed body in the skies as it had seemed, but was just a plaything for the winds, which were scudding in from all directions to feel and jostle their new plaything.

High Up Goes Curtiss.

The airship rose to get away. The winds followed it, and first one end of the planes was forward and then the other, while the eye had hardly caught it high above the western shore before it would loom up almost upon the eastern.

It was in that section that Curtiss attained his greatest height. Ahead of him were the dreaded Storm King, West Point, and Catskill highlands. But nearer still—and one felt glad of it, to think that the first lap was to be completed at least before mishap was likely—was Poughkeepsie, and the fluttering (or was it drooping?) flag that warned him where his cache of gasoline was waiting.

Tivoli, Rhinecliff, Staatsburg—the stations were flying past, and Mrs. Curtiss was smiling broadly as she began to realize that it was no longer a question of getting started, but of making a stop at the end of a successful flight.

"Only sixteen miles more to his resting place," some one suggested, and hardly it seemed, had the wife's smile relaxed before Mr. Brown, at the baggage car door, shouted "Look out for Poughkeepsie Bridge—watch how he's taking it." At the same time he pulled the cord for more speed, so that the train could get ahead and allow a picture to be taken of the bridge and the airship far above it. The train did its duty, but the two fliers swung by the giant steel structure abreast, and the photograph was hardly in range, as had been anticipated.

Party Finds Curtiss on Clearing.

"He's turning inland," some one cried, a little later, and all the watchers ran to the other side of the train to see, if possible, where he was going to land. The train slowed down, and Mr. Post, hatless, jumped off and disappeared in the woods almost before any of the others realised it was time to be afoot. As best they could they followed the trail of the leader. At the farmhouse a kindly woman volunteered that she had heard the buzzing of the thing as it passed. A man with shaving soap upon his face put his head out of the barn door and pointed to the east. He said he couldn't stop to explain any more than that, because he was hitching up to drive the folks over to it.

Through grass up to her knees and underbrush for a quarter of a mile Mrs. Curtiss kept on, running most of the way, while the others went a little more slowly. A sudden clearing revealed a large field on a down slope, backed by a crossroad, which was lined with automobiles. In the centre of the field, with Curtiss bending over the engine, and a fringe of people to set off the pastoral scene, sat at rest the brown-black little craft that had made its first lap with success and was tuning up for its second.

Curtiss turned from his gasoline tank to kiss his wife. A dozen shutters clicked. Newspaper reporters crowded around to learn the incidents of the flight, and Curtiss warned the train party it must not linger if it would witness the rest of the day's work. A speedy automobile, commandeered from an obliging spectator, whirled the party back to New Hamburg, where the train had taken refuge while another passed it.

It had been interesting to watch those on the train "blow up" with the publication of the thing, as step by step the aviator advanced to his final success. The turn of the train crew came when Curtiss loomed above the tree tops coming out of the Gill farm, up from Camelot on the shore. This time they didn' want him to get that start which characterized his initial winging from the ground. But Mr. Post and another member of the party had lingered behind, promising that they would come in another automobile a little later. They had not arrived. The lamentations of Engineer Lewis he voiced from the top of the coal pile on his tender.

"Come on!" he cried, "he's half way to the city now." Conductor Martin was off on the river brink, watching Curtiss fade into the distance, and glancing at intervals up the road for the expected automobile. Then the wheels began to move, and as the conductor shouted a protest, his engineer cried out, "Oh, come on—we'll never catch him." This time his hand was firmly on the throttle and the train was creeping out. Who could say him nay? Nobody had the heart. The conductor jumped aboard, and the train lurched forward, the race this time having the extra zest added of a possible order to stop up short and land a rescuing party for a whipped competitor.

Lurching Past Storm King.

Curtiss this time had put into effect a new set of tactics. Instead of rising to fight the currents from the mountains he was dipping down, lower and lower, with each contrary gust. Fishkill Gap was being passed with evident trouble for the man aloft. Five minutes later and Storm King, with all its terrors, was at hand. What the water navigators have said of it was none too strong to express the view of the aeronaut. The zigzagging motion of the earlier troubles now gave place to pitching and lurching, and made Mrs. Curtiss blanch with fear and hold tight to the window ledge from which she looked, while asking to know how quickly it would all be over.

The castled parapets of West Point loomed across the river, fronting the higher backland hills. Curtiss seemed to like the going there, for he kept close to the trees and just sped along the top. An American flag fluttered—this time it was not drooped—from the front of a house set close to the river edge. Directly over it Curtiss passed, and then regained the river's centre at a height of fifty feet.

Iona Island was immediately ahead and he was lurching, mostly in jerks straight up and down, worse than in any previous flurry. Every one on the train almost forgot to breathe, while Curtiss bobbed and jostled with the air to the island's edge. There he seemed to be blown back by a head wind that held him in spite of his propeller's thrust. His forward elevators suddenly bent down and the craft began to settle. His cause seemed lost, and all thought he was surely going to land. The pity of it surged through their hearts to overflowing, while through clenched teeth mutterings of "Go it, old boy!" and "She's bucking like a three-year-old!" could be heard.

Seemed That He Had Lost.

Curtiss dropped maybe to within fifteen feet of the ground. Then he skimmed along, rose to avoid the roofs, passed just to the left of the powder plant tower and half way up its height, and was out into the broad bend at Peekskill.

Then a new vista of the aeroplane's possibilities flashed across one's mind. Perhaps it was West Point with its military setting that had occasioned the thought. Curtiss had turned with the river, but had not raised away from its surface. And in that position the craft could hardly be seen at all, although surely less than half a mile away. As it sped along, defying the eye almost to detect its outlines, it soon was lost entirely.

"Where has it gone?" was the universal question. Then it raised till a patch of clear air was under it, and answered the question for itself.

The beginning of the Palisades gave another opportunity to observe the same habit of the craft. Flying along in front of the upright, brown bluffs, the aeroplane was picked out in half a dozen different places by as many members of the company. When one had detected where its course lay, through its passing some few cliff or open gulley, he soon lost it again against the stone, and often wondered whether what he was looking at was Curtiss or just a patch of rock. Certainly, as one of the train party remarked, as "a military engine" the aeroplane knows how to "take cover" and to keep it.

The stations by which the train was whizzing and over which the man-bird flew were now assuming a neighborly tone—Croton, Ossining, Tarrytown, Irvington, Hastings they read—and it began to dawn upon the watchers that Curtiss's hopes of the sunrise, and fighting chances of the first portion of the trip, were now mellowing into certainties of final success.

And Then He Had Won.

"Yonkers," read the sign on a station platform, and the familiar horizon of lower Manhattan, with its smokestacks, tall buildings, and dock lines, came into view. Again overhead, as when he started, high up and apparently fixed in the firmament, Curtiss flew. Three motor boats were in the river below, and here and there a man looked skyward at what was passing. The engineer pulled the whistle valve wide open, and, screeching as she ran, Locomotive 3,840 gave tongue to the joy within her cylinders that Curtiss had passed the city limits, after an actual flying time of 2 hours 23 minutes. And the crowning glory of success was his.

After that it was a question of parted ways. The train cut away from the river, on its way to the Grand Central Station, while Curtiss went on down into that maze of smoke, skyscrapers, and brown water with three little white motor boats plashing across it.

THE FLIGHT OVER THE CITY.

Curtiss First Lands at 214th Street—Thousands See the Airship.

Minturn Post Collins, son-in-law of the late William B. Isham, was seated on the veranda of the old Isham mansion, near Broadway and 214th Street, at half past 10 o'clock yesterday morning, reading a morning newspaper, when he heard a great whirring sound above. He ran out into the rear yard and was just in time to see Glenn H. Curtiss as he rounded the point below Spuyten Duyvil and headed for the beautiful green lawn in rear of the Isham homestead.

The aeroplane was then a mile away and slowly descending in a great circle, the aviator skillfully manoeuvring so as to alight in the middle of the Isham lawn. Mr. Collins ran into the yard and waved a welcome to the aviator. He realized that his place would be historic as the spot where landed the first heavier than air craft that ever made the voyage down the Hudson to New York.

It was 10:35 o'clock when the beautiful machine, descending as gracefully as any bird, and under absolute control, struck the grass. It rolled on its bicycle wheels gently for a few yards, and then came to a dead stop.

Curtiss all smiles slipped from his seat in front of the motor and reaching out his hand grasped the extended hand of Mr. Collins.

"I am certainly delighted to be the first to congratulate you on arriving in the city limits," said Mr. Collins "and I am glad you picked out our back yard as the place to land. You are great, there's no doubt of that."

"Thank you," answered Curtiss all smiles "but what's worrying me now is gasoline. Have you any that you can spare to replenish my tanks?"

Tells of Storm King Peril.

Mr. Collins did have a can of the precious fluid and he lost no time in ordering a servant to bring it forth.

Meanwhile a TIMES reporter had been sent out in an automobile to be present at the landing of Curtiss, whose movements had been bulletined from THE TIMES special train. He had seen Curtiss as he rounded Spuyten Duyvil, and raced up the hill and a moment after the landing was the second person to welcome the aviator.

"Well, Mr. Curtiss," asked THE TIMES man, "how was it? Was it smooth sailing all the way?"

"Not a bit of it," answered Curtiss," I had a lot of trouble when off Storm King just north of West Point."

"How was that?"

"Well, I ran into an eddy in the air, and for a time I thought it was all over with me. My machine did all sorts of crazy turns, and two or three times I thought the adverse air currents that prevailed would get the better of me. First the machine would go up, and then just as suddenly it would take a downward turn. Then the machine would pitch sideways, and next it dived downward, and then again it would pitch forward. It was a perilous moment, I assure you, and I breathed a lot easier when finally I got the machine under control and escaped from the whirling air currents."

"How long were you in that eddy?"

"Only a moment or two, I guess, yet it seemed minutes."

"Any more trouble after that?"

"Yes, the going was bad, at times, all through the Highlands, but at no time was it anywhere as bad as it was off Storm King. There are some very treacherous air currents off that mountain. That's certain."

"When you passed West Point did you notice whether or not the cadets were paraded on the bluff so as to get a sight of you as you went by."

"No. I went down the other side of the river there, and besides, I was still in the Highlands, and all my attention was concentrated on my machine. There was no time to survey the country below me there."

Crowd Gathers About Him.

By this time Collins's back yard was filling with people. Automobiles by the score came chugging up, the occupants, men, women and children, leaping out and running across the open field to get a chance to congratulate the aviator.

"Oh, Mr. Curtiss, how on earth did you get here in such a frail looking thing?" a girl asked excitedly.

Curtiss smiled.

"Gee, it's a funny looking thing to be able to come so far," remarked a small boy.

There was a clanging sound at the foot of the hill, on Emerson street, and a moment later a police patrol wagon, the horses puffing, reached the top of the hill.

The wagon was full of policemen, who had been hurried to the scene to keep the crowd in check. They had come in response to a telephone request from Sergeant Edsall of the Kingsbridge Station, who was one of the few to see Curtiss pass Spuyten Duyvil.

"It was the finest sight I have ever seen," Sergeant Edsall said. "No bird ever flew with more grace than did Curtiss as he came down. I was near Inwood-on-the-Hudson when I noticed a tiny speck in the air far up the river. It was coming like the Twentieth Century Limited, and I knew right away that it was Curtiss. On it came, all the time getting bigger, and off Riverdale I began to hear the whirring of the propellers. I just stood there on the bluff and looked and wondered. I could not move.

"Bigger and bigger the machine got, and within a minute or two I could see Curtiss at the wheel. I thought he would keep on down the river, and so I was much surprised when, as he reached a point almost directly off Inwood, the machine veered completely around and headed for the shore. Then I knew he was going to land. I took it on the run, and as I reached the top of the hill I saw Curtiss jump out of the machine and shake hands with Mr. Collins.

"I knew that people from everywhere would head for the Isham place, and I sent in a call for reserves from Kingsbridge, and, say, did you ever see people spring up from everywhere as they did here in this, one of the most sparsely settled parts of New York?"

Meantime Curtiss had been inspecting the mechanism of his machine, testing this part and that, and, in between, smilingly trying to answer the hundreds of questions with which he was being bombarded.

"Are you going up again?" somebody asked.

"I don't know yet, but I expect I will," and then, looking around at the crowd, he added: "I guess there are enough automobile people around to start me off."

Then he filled the gasoline tank from Mr. Collins's supply, and motioned to the crowd to get back. When some of them hesitated the police did the rest, gently, but forcibly.

Suddenly there was a terrific crackling of sparks, followed instantly by the wild whirling of the propellers.

"Sounds like a million ducks, doesn't it?" remarked a youngster retreating to a safer spot.

But Curtiss was not ready to start then. He was simply testing his motor.

The whirling of the propellers slowly ceased and Curtiss walked down the hill to see if the place was a good one from which to ascend. While he was gone Mr. Collins told THE TIMES reporter about the landing.

"It was grand," said Mr. Collins, "and that's the best word I can think of to describe it. Imagine yourself seated on your veranda with no thought of an airship in your mind, and then suddenly wake up and see one of the finest machines in the world coming down in your back yard. It was simply perfect in every respect, and although it was all over in less than a minute, it was a sight that I shall never forget. Curtiss was so modest about it all, too, and when I congratulated him he did not seem to realize that he had accomplished one of the greatest aerial feats in the world's history. He was just as—"

Before Mr. Collins could finish Curtiss was back.

"I guess I can go up here all right," he said, "if some of you people will give me a helping hand."

Most of the policemen and about a dozen chauffeurs stepped forward. Cur-

Continued on Page Three.

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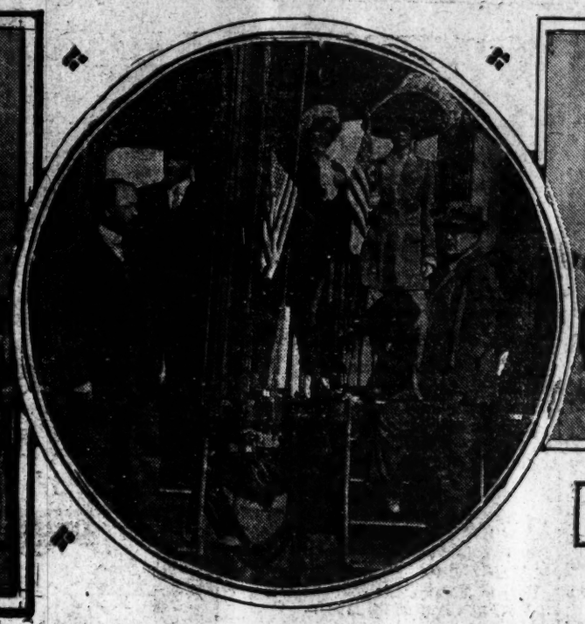
The Landing at Governors Island and Greetings to the Curtisses

JUST LANDED

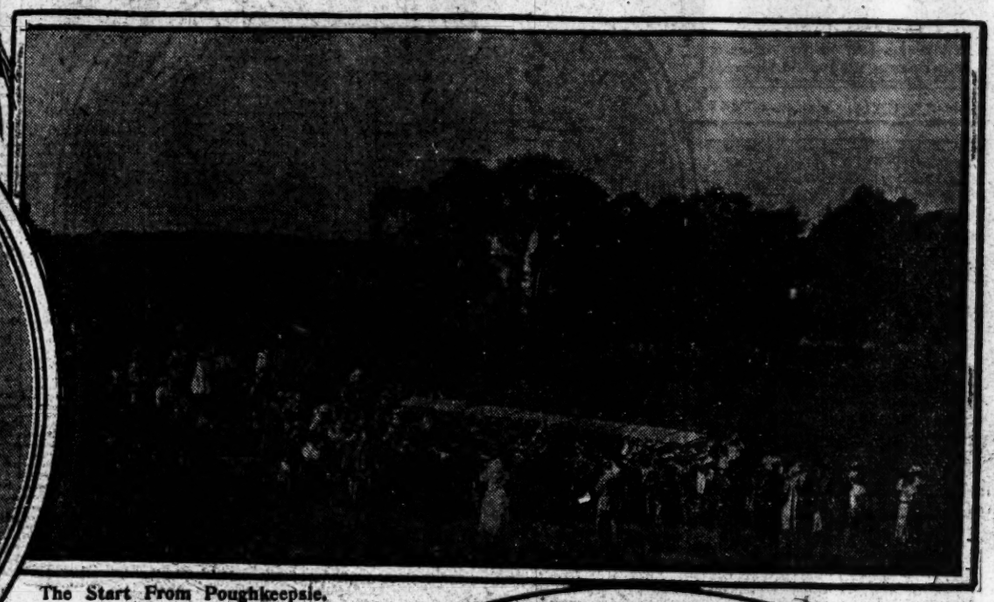
The Times' Train at the Start



TAKING THE AEROPLANE TO ITS SHED

Photographs Copyright by Pictorial News Co.

Mr. and Mrs. Curtiss Meet at Governors Island.



The Start From Poughkeepsie.

The Curtisses Emparking on the Ferry for New York.

Housing the Aeroplane After the Flight.

THE TIMES' ENGINE

Mrs. Curtiss at the Right, on the Pilot.

CURTISS FLIES FROM ALBANY TO NEW YORK

Continued from Page 2.

tiss stepped back a moment, waved the crowd still farther back, and then took his seat in the machine.

Curtiss started the motor and the propellers began to revolve at a fearful speed. The men behind gave the machine a shove. It ran along on its bicycle wheels for a few yards. Then up into the air and was off for Governors Island. The ascension was followed by the shouts of the admiring hundreds on the Isham lawn.

Higher and higher the machine went, moving smoothly and under perfect control.

The machine kept ascending, and it was fully 500 feet above the ground as Curtiss turned in the direction of the river. It was 11:42 A. M. when it got under way, and perhaps a minute later it rounded the bluff above Inwood and started for Governors Island.

From Riverside Drive at a point near 210th Street the craft was beautiful, the planes of the machine standing out clear, and those with good eyes being able to clearly see the aviator as he manipulated the levers.

Only a few persons were able to see the aeroplane make its perfectly executed turn, and most of these were in the half dozen automobiles, among them that of THE TIMES, that had speeded to the point the moment Curtiss said he was ready to start.

The automobiles started down Riverside Drive at high speed, in the effort to keep ahead of the machine as it swept down over the river, but an express train would have lost in that race. Curtiss put on speed and went higher up. Opposite 175th Street he was fully 1,000 feet above the Hudson.

Throngs on Riverside Drive.

All along Riverside Drive people had assembled to witness the flight, and in the upper parts of the drive small boys climbed trees.

Warning of Curtiss's approach was signaled by every vessel, yacht, launch, or steam barge over which he flew, and by the time the machine was off 150th Street the drive was crowded with admiring thousands, while from windows and roofs other thousands watched.

At Grant's Tomb a big crowd, the largest anywhere on Riverside Drive, was waiting for a glimpse of Curtiss. There a clear-eyed youngster sighted the aviator soon after he started from Inwood, and his cry of "There he comes" was taken up by the rest and relayed down the line all the way to the cliffs in the park between Seventy-ninth Street and the Soldiers and Sailors' Monument.

To these persons the airship first appeared as a mere speck in the air far up the river, but it grew in size with every moment, so fast was Curtiss going. Men, women, and children yelled and screamed with delight as the birdlike machine swept by them.

"My, isn't it glorious!" or "Did you ever see such a grand sight!" and "Isn't it just too wonderful for anything!" were a few of the happy expressions that came from the lips of the throngs as Curtiss glided along.

Cheered by Men of the Salem.

Off the Soldiers and Sailors' Monument is anchored the scout cruiser Salem, Commander George R. Evans, U. S. N., commanding. The bluejackets on the cruiser saw the aeroplane coming and ran about the decks shouting and waving handkerchiefs. This was a signal to those on the shore that Curtiss was on the way.

Commander Evans and the junior officers hustled on deck, and with their marine glasses covered every movement of the machine. The officers said afterward that they had never witnessed a more wonderful sight. With their powerful glasses they could watch every move of Curtiss. One of the young midshipmen said afterward he thought he could see Curtiss smile as he passed over them.

It was about 11:52 A. M. as the airship passed over the scout cruiser, which in her own sphere is as fast as the aeroplane is in the air. Five minutes later the aeroplane was again but a dim speck in the distance, and the crowd at Seventy-ninth Street, at least those that had glasses, could see the machine round the Statue of Liberty and head for its landing on Governors Island.

Seen from the Times Tower.

Like some great dragon fly that came gliding into the still Sunday morning, with only a perceptible balancing motion of its shimmering wings, the aeroplane passed down the Hudson River abreast of the Times tower. It is probable that the sight from the Times Building was unequaled at any point along the line of flight. The air was so clear and still and the sunlight so bright on even the most distant objects that the airship was visible from the moment it rose at 214th Street and Broadway until it swept by Liberty Statue and behind the downtown skyscrapers.

The news that the flight was on came as a surprise to the thousands around Times Square who had been watching the Hotel Astor and other signal points for days. When the red-balled flag fluttered from the Hotel Astor flagstaff and the bulletins began to appear in the ground-floor windows of the Times Building they became interested. There was disappointment when it became known that Curtiss had alighted at some point within the northern limits of the city and had won the prize of $10,000, because it was thought that the flight was over and that the aeronaut would let his accomplishment stand at that.

It came as an exciting surprise, therefore, when the news was flashed through THE NEW YORK TIMES that Curtiss had left 214th Street and was now visible over the Hudson River about Fort Lee. A rush was made for all points of vantage in the neighborhood. Large numbers of people, failing access to the roofs of the higher buildings, gathered in a crowd at Broadway, Seventh Avenue and Forty-second Street, the south end of the Times Building. All eyes were turned toward the river and the blue sky over Hoboken.

On the Times tower the knot of watchers who had gathered with powerful field glasses had about given up hope of seeing Curtiss come further south in his flight. All at once some one described a dark speck rising from the eastern shore of the Hudson away up toward Inwood. The speck rose higher and higher, then seemed to swoop across the river toward a perpendicular point of the Palisades above Fort Lee.

"It's Curtiss!" was the cry as the airship suddenly became silhouetted against the blue sky.

Glasses were leveled on the aircraft. It seemed to be traveling at great speed, keeping over the bosom of the river, but well to the Jersey side. Its height above the river was estimated variously as from 600 to 900 feet. In less than four minutes the aeroplane was distinct to the eye in every detail of build and motion.

"It looks just like a big black bat," exclaimed one of the women who were watching.

"It does," said a man. "Like a gadfly when the sun strikes its wings."

"Yes, yes—with the wings forward and the long tail lagging. Now it looks like a buzzard."

"It does look like a buzzard!" cried the man.

Speed Is Deceptive.

Nearer and nearer to the point opposite the heart of New York came the aeroplane, traveling at a speed which was almost a mile a minute, but which deceived the eye and the sense by the ease with which it traveled and the almost undeviating course it followed. One minute it seemed to be gliding slowly and gracefully. Then, as the eye fell upon a stationary point on the Jersey shore, it seemed to be darting southward at phenomenal speed.

At precisely 11:51 the aeroplane was abreast of the Times Tower, its position gauged by the long pointer of West Forty-second Street and its time was taken by half a dozen compared watches.

At this point Curtiss was about 700 feet above the river. With the eye the figure of the aviator could be made out. With the glasses his attitude could be noted. His left arm seemed to be stretched out toward some lever. The aeroplane was traveling in a slightly sidewise manner, as if it felt the resistance of a lively breeze from the Jersey meadows—a breeze which was becoming stronger every minute.

Just as the aeroplane reached a point of the Hudson opposite the Times Tower it seemed as if all floating traffic on the river came to a standstill. Ferryboats lay at awkward angles all over the surface of the Hudson, from the Pennsylvania Railroad's Jersey City terminal right up to Weehawken. Tugboats and smaller craft came to a standstill also.

From the whistles of ferryboats, tugboats, liners at docks, and other steam craft came gusts of white steam. In a few moments there came to the ears of distant watchers a wild chorus of sirens, whistles, and ship bells. From somewhere downtown, although it was neither time for church bell nor the striking of an hour or any portion of an hour, there came the heavy boom of some great bell.

Curtiss made triumphal progress all down the river. Soon he was opposite the Lackawanna's Hoboken piers. A steam yacht which had been nosing past Forty-second Street when Curtiss appeared like a buzzard on the horizon was only a little above Fiftieth Street when the aeroplane was rising to salute Miss Liberty. Presently the flying machine passed between the vision and the great statue and swooped to the left. In the downward swoop toward Governors Island it disappeared behind the tall buildings of the lower city.

When it was all over the crowds on the streets, the groups on the roof-tops, and the watchers on the Times Tower were beside themselves with enthusiasm. Men threw their hats in the air. Women clapped their hands. Everybody was filled with the sense of something important having taken place in the history of the world's progress.

Ferryboats Are Crowded.

After the report was circulated in the city that Curtiss had left Poughkeepsie the ferryboats running across the North River were filled continuously from 10:55 till noon. The crews of the liners Mauretania, Adriatic, Philadelphia, Kronprinz Wilhelm, and the numerous vessels on either side of the river stood aft watching. There were not so many ferryboats on the river as there would have been on a week day.

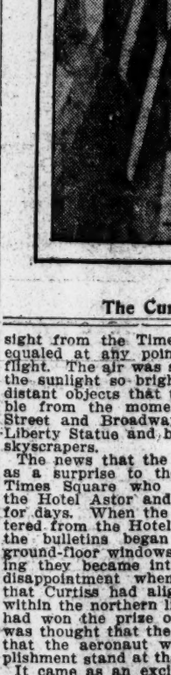
The 300 passengers who left the slip at West Twenty-third Street for Hoboken on the Hopatcong at 11:45 were fortunate in getting an excellent view of the airship. The boat had just reached the centre of the river and straightened out when a TIMES reporter, standing on the after part of the upper deck, sighted a black speck in the air passing Fort Lee. Soon the tooting of the whistles and sirens of the river craft were heard up-river and the speck had become a distinct, rapidly moving object, clearly defined against the blue sky.

The passengers of the Hopatcong left the cabins and crowded out to see the strange sight of a man flying through the air. It was exactly 11:55 when Curtiss soared over the Hopatcong, and her passengers could plainly hear the whirring of his motor and perceive the thin cloud of smoke trailing out astern of his engine.

Once or twice the biplane seemed to sway slightly as if it had been lifted by a breath of wind, but the deviation was only momentary. The skipper stopped his engines while Curtiss went past, and blew continuous blasts on his powerful steam whistle. Other boats joined in making a din.

Capt. Mills of the American Liner Philadelphia, which was lying at her pier at the foot of West Twenty-third Street, after watching Curtiss's flight through his binoculars, said: "That fellow has the royal right of way. He doesn't have to go to starboard or port, but just keeps full speed ahead. If they can carry the fuel there is nothing to stop an airship from crossing the Atlantic."

The Captain added that he did not think such an event was near enough to make him worry about losing his job.



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UNITED CIGAR STORES

GOVERNORS' ISLAND LANDING.

Airship Floated Past Castle Williams, Then to the Aeroplane Shed.

Floating swiftly down from high over the Hudson, Curtiss made his landing on the big, sandy, reclaimed field on the western side of Governors Island at a few seconds after noon. He had flown so swiftly that a TIMES reporter was the only newspaper man awaiting him.

The black, skeletonlike frame of his aeroplane was first visible to the island's watching army folk at a point apparently opposite Houston Street, Manhattan. It seemed to be poised stationary 500 feet in the air.

"There he is! There he is at last!" shouted the officers and their wives, many of whom were passing the time in a game of golf on the parade ground. Every one ran toward the sandy open space of the reclaimed land.

As they waded through the deep white sand and dust they could see, high in the northern sky, the black frame of the aeroplane floating closer and closer. At first it moved so evenly and silently that it seemed not to have any forward motion whatever, but to be merely floating like a black dragonfly high up against the blue sky.

"There is Curtiss himself! I can see him bending forward. He's going to steer downward," cried one of the officer's wives. As she spoke a black spot in the centre of the plane, which most of the army folk had hitherto taken for part of the mechanism, took on a sudden activity. A second later the aeroplane's deflecting apparatus was seen to tilt slightly downward. Then, as the air struck the slanting planes the dragonflylike skeleton began gradually to descend diagonally. As it reached a point over South Ferry it got behind Castle Williams, where all the military prisoners are confined and was lost to sight for a minute.

Every man, woman, and child in the entire garrison was running across the deep sand by this time. Suddenly from high in the air behind the stone castle a harsh noise, half way between a rattle and a whirr, and only comparable to the sound of a trout reel badly in need of oiling, struck sharply on the army folks' ears.

The Airship Approaches.

So unexpected and so unnatural was the sound that almost every one failed to associate it with the coming airship, and looked, startled, into the air around them. Then, over the top of the old castle, the aeroplane floated into sight.

The big plane moved through the air so evenly and steadily that the spectators lost almost entirely the sense of its velocity, and were impressed merely with the ease with which it seemed to support itself.

The sandy reservation on which the aeroplane shed of the Island is built is more than a quarter of a mile long. Down on this, like a motionless-winged crane, the airship slowly settled. When it had got as low as two feet from the ground, however, instead of settling entirely it dipped up and down, apparently following the rise and fall of each little hillock.

"Why doesn't he land? He'll go into Buttermilk Channel if he doesn't look out!" exclaimed some of the running officers, anxiously. It was only when he had reached a point almost exactly opposite the aeroplane shed that the big plane touched its flexible wheel tires on the sand. It bounced up and down slightly in a quivering, graceful sort of fashion several times. Finally it came to a stop.

For perhaps thirty seconds after landing Curtiss continued to sit in the middle of the aeroplane, releasing its brakes and adjusting its levers. In the skein of wires, bamboo, and planes, automobile goggled and black leather jacketed, he looked not unlike a black spider in the midst of his web. Then, slipping the goggles off his head, he stepped out on the sand, turning to receive the welcome of the garrison, which was running from all directions toward him.

A small boy, closely followed by his nurse, was the first to reach the airship. On reaching Curtiss the boy suddenly began wondering why he had been running so hard. He stopped short, and, with his thumb in his mouth, stared at the smiling aviator.

Officers Welcome Him.

Col. John Van Rensselaer Hoff, Surgeon General of the Department of the East, was the first of the officers to reach the aeroplane.

"We had almost given you up," he panted hospitably.

"I had to make two stops, one at Poughkeepsie and one at Inwood, you know," said Curtiss, taking the welcoming had which the Colonel was stretching out to him.

Before he could say anything more he was surrounded by the other officers of the post. Among these were Col. Andrew and Black, Major Reeber who is Chief Signal officer of the department, Major Persons, Lieu. Col. Litell, Cap. Madden and Lieu. Elmore. The officers beckoned to a squad of soldiers in brown fatique uniform and the aeroplane was wheeled to the aeroplane shed. Then after seeing it safely housed, and being presented to the wives of the officers, Curtiss was led to the Officers' Club in the centre of the Island. He refused to smoke or take luncheon and would only drink a bottle of ginger ale.

Clear-eyed, and smiling, he gave the impression of being much less tired than many of the army folk who had been waiting to welcome him. He shook hands with the officers' wives and with even the smallest of their daughters, with the same smiling informality of the winner of a Saturday afternoon set of tennis. He had ready answers for all questions put to him, and said he merely wanted what he called a "wash," and seemed to think he had performed no unusual thing.

Presently, b wa of a TIMES automobile from the Grand Central Station, where the special train had landed her, and the Government ferryboat from the Battery, came Mrs. Curtiss to greet her husband, of whose success the screechy whistles had already told her. She kissed him and he returned the kiss in front of and in spite of all beholders and the camera men.

"These are the things to fly in," said Curtiss as he turned to the others who had come down in sight of him through all the perilous flight, and he held up a pair of canvas "waders," such as fishermen use for water too deep for boots. They had feet and legs and body to them, and were meant to be tucked in at the top just under the arms. Curtiss had used them just so, surmounted by a leather coat, and tied at the ankles with cord.

"Dearie, I forgot my shoes, and left them up in Albany," he said to his wife, and then a World representative arrived to announce that a check was being prepared in the office, and Mr. Curtiss had better come along to [illegible].

$10,000 CHECK GIVEN TO HIM.

The World Promptly Pays the Prize Offered for the Flight.

Some time after Curtiss arrived at Governors Island a representative of The World reached the island to take him in charge.

"It will please you to know," he said to the aviator, "that the check for $10,000 in your behalf is being drawn."

Mr. Curtiss's smile showed that it did please him, and presently, with his wife and friends, he departed under this escort, taking luncheon at the Astor House on the way to the World office.

There the Curtiss party was ushered into the Sunday department, where several officials of the Press Publishing Company and a group of newspaper men and photographers were gathered.

The conditions under which Curtiss won his prize was laid down by The World as follows:

To the first persons who or on before Oct. 10, 1910, makes the Fulton flight, from New York to Albany, or from Albany to New York, in a mechanically propelled airship, either lighter or heavier than air, The World will pay $10,000.

The trip must be made within twenty-four consecutive hours, two landings being allowed between start and finish to replenish gasoline, &c.

This offer is made with no other condition whatsoever, except that the starting point must be somewhere in the limits of New York City and the finish somewhere in the limits of Albany, or vice versa, and that intending competitors must give at least twenty-four hours' notice to The World and to the Secretary of the Aero Club of America of their intention to start. This twenty-four hours' notice is required only that proper official records may be made.

There are no conditions other than these. And no entrance fee or forfeit is required.

William Johnson, editor of the Metropolitan section of the Sunday World, was master of ceremonies.

"I want to introduce a gentleman who has a rather important communication to make," said Mr. Johnson. And as he spoke he walked to where Mr. Curtiss stood. J. Angus Shaw, secretary of the Press Publishing Company, was the man with the communication.

"I wish to congratulate you, Mr. Curtis, and desire to ppresent you with this check for $10,000 for winning the New York World prize in flying from Albany to New York," he said. Mr. Shaw held out the $10,000 cneck, which was accepted by Mr. Curtiss with a bow. Click went the camera, and the passing of the $10,000 check was recorded on the photographic plate.

"All I can say is that I thank you," said Mr. Curtiss, and turning to the photographer he said: "That's quick work, quicker than I got here."

A burst of hand clapping greeted the little speech by Mr. Curtiss and after a little while he and his wife went to the Astor House where he said he would get some of the sleep which was coming to him.

Mr. Post, the official starter of the flight, said last night that he wanted to give credit to the United States Weather Bureau for its assistance in keeping himself and Mr. Curtiss advised as to the weather conditions which might be expected.

"The Bureau also furnished us with records for the last ten years," said Mr. Post. "The success of the trip depended to a very large extent on the weather to be encountered."

AS WEST POINT SAW IT.

Cadets Give Curtiss "the Long Corps" Yell, Tossing Caps In the Air.

Special to The New York Times.

WEST POINT, May 29.—Nowhere along the line of Curtiss's flight was more interest excited by the aeroplane than at West Point. "Call to quarters" has sounded when the aeroplane was first sighted from the observatory, and under the regulations the cadets were not allowed to leave barracks.

But the authorities recognized the importance of the event by having an order hastily published allowing the cadets to watch the flight from the parade ground "in dress coats."

In a few minutes the entire corps was assembled on Trophy Point, where the big guns point north to Newburg, and as the winged plane hovered nearer and nearer, there were excited cries of:

"Aye, aye, here she comes!"

An unexpected short cut taken by Curtiss sent the gray-coated brigade stampeding to a better viewpoint on the terrace of Cullum Hall, which is a high bluff.

Curtiss was flying low, so the aeroplane seemed very near within "sounding distance" at least. Five hundred visored caps flew into the air, and 500 voices sounded off a "lone corps yell":

Rah, rah, ray,
Rah, rah, ray,
West Point, West Point,
Army!
Curtiss, Curtiss, Curtiss.

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Curtiss and Mrs. Curtiss Describe the Race of the Airship and the Speeding Train

AEROPLANE CAUGHT BATTERY NAPPING

It Swept Past in a Twinkling Confounding a Detailed Story of Its Wreck Uptown.

ITS COMING MEGAPHONED

And What the Megaphone Said Was: "He's Coming, Kelly; for God's Sake, Let 'Er Go!"

At the Battery at noon yesterday when Glenn Curtiss in his aeroplane hove in sight aloft there was a Summer Sunday morning crowd with nothing unusual about it. Men were lying about on the grass turning over the sheets of newspapers. A few were seated on the benches. There were mothers with infants in arms and afoot. Occasionally a holiday couple passed by on the way to the Staten Island boat. Near the Barge Office a group of American citizens-in-the-making were gradually collecting waiting for the boat from Ellis Island, which would bring them the relatives and friends they had left months, reached the Barge Office gate. "move along; don't block up the gangway—don't block up the gangway."

While the American citizens-in-the-making were welcoming their mothers, wives, sweethearts, and friends from across the sea, the crowd again returned to its normal circulation. There were new arrivals, however, and to these new arrivals, upon eager inquiry, the tragedy of 207th Street was related in various forms, with varied embellishments.

"Yes," declared the policeman, "he was 200 feet up in the air—his motor refused to work—he turned completely over and fell into Bronx Park. Of course he was dead—falling 200 feet."

Frantic Appeal to Kelly.

It was eight minutes before noon. The sun shone with its full meridian heat and glaring light. A slight mist hung over the Jersey shore. Only the seats in the shade were occupied. Many men were lying about with newspapers spread over their faces. It was a typical Summer Sunday midday in Battery Park—quiet, tranquil, and scorching hot.

Suddenly a voice was heard bellowing forth certain words. It did not seem to be a human voice. It was too sonorous, too powerfully vibrating. It seemed to come from the clouds, and its words were:

"Oh, Kelly! Kelly, I say! for God's sake, Kelly!"

The man at the Halcyon pier suddenly became animated. He put his hands to his mouth and yelled across the park:

"What is it? Is it him, Bill?"

The listless, drowsy crowd woke up. They looked across the park and saw two men, one with a megaphone, standing in a window on the twelfth floor of the Cheesbrough Building. The voice through the megaphone continued:

"Curtiss—is—at—Twentieth—Street—coming—down."

"All right!" yelled back Kelly, through his hands. "Quick, ladies and gentlemen, get on board the yacht; step lively! Get—"

Then the megaphone voice broke in with:

"Curtiss—now—at—Fifteenth—Street. Let—her—go—Kelly—let—her—go!"

Whether the Halcyon sailed or not, whether Kelly "let her go" or not, nobody on shore knew. With eyes in the air, the crowd pressed toward the Aquarium. Then it halted, and, while part kept on, the other part swung to the edge of the promenade—shifting, stumbling, uncertain, but with straining eyes and tense lips.

What the Battery Saw.

From far up the river came the clamor of whistles and sirens. Then, all at once, as from nowhere, there appeared in the air a tiny something. The people who were gazing between the Aquarium and the Bowling Green Building were first to see it. They pointed and cried and pointed. They yelled, and the noise of the whistles and sirens grew louder and louder. What they saw was like—nothing else in the world.

THE TIMES reporter looked at his watch. It was just three minutes to twelve.

The tiny something presently assumed the shape of the aeroplanes you see in pictures—the moving pictures that you see at the shows. It swung out from the Battery in a graceful curve, slightly rising in the air. Its height seemed to be about 200 feet. Then it gracefully glided down and disappeared behind Castle Williams.

It was not until it was all over that the crowd remembered to cheer. Such is the psychology of crowds.

CURTISS'S OWN STORY OF THE LONG FLIGHT

In Real Peril Once in Rounding Storm King Mountain, Just Above West Point.

AIRSHIP SUDDENLY TILTED

He Could See Groups of Watchers Along the River, but Heard None of the Cheers.

Curtiss appeared to be the calmest man in New York at the end of his great flight. To the observer it seemed as if he did not look on it as a very great feat. He replied simply to the rapid fire of questions that were fired at him on Governors Island and afterward on the trip over to Manhattan and while at luncheon at the Astor House.

Here is the aviator's own simple narrative of the flight of 150 miles:

"When I was watching the wind blustering over Albany on Wednesday I felt assured it would blow itself out, and there would be an hour or two of calm before another storm wind could blow up. It was the problem of a 'high' following a low, and that is why I was out at 5 o'clock this morning, ready to get away.

"I found I had figured too readily with the wind, however, and it was still blowing itself out when I left the hotel. But at 6 the tail end of it had come along, and the smoke in the Standard Oil works near my camp was curling upward. In another hour I was certain the wind was through to stay, and decided to get under way.

"The pleasantest thing I remember was trying to wave to Mrs. Curtiss on THE TIMES's special train. At first I did not know whether the train was coming or not, it was so far behind. Even after it did get alongside it seemed never to get in front, as I wished it to, to wave to it.

"But once on the first leg of the journey I had a chance, and twice on the second leg, both of which times Mrs. Curtiss saw me and responded.

The Gasoline Problem.

"The problem of gasoline was not serious. I started out with ten gallons, and had three left at the farm when I stopped to replenish the supply. I did not fill the tank to the top again, as I wished to avoid weight through the bad section about Storm King.

"The only repair I made was to one of my wire braces which I found was vibrating whenever I ran at full speed.

"Mr. Bishop and the others tell me there was cheering all along the line, but I couldn't hear it. The rush of air past my ears and the noise of the machine pretty well shut out all other sounds. While passing over West Point I could see them out on the parade ground waving, but I could not hear any voices.

"There was one stage of the journey when I was in real danger. That was in rounding Storm King Mountain, just before reaching West Point. I was just turning the mountain when a down current of air hit one of my planes. It had the effect of tilting the machine, for the opposite plane was not struck by the current. It dropped me down between thirty or forty feet, and I had trouble getting my balance again."

"Were'nt you scared?" some one asked.

"Well, I can't say that I was scared, but it upset me a little," said Curtiss with a smile. "It was the worst plunge I ever got in an aeroplane, and I don't want to get another one like it soon. After that I went lower, because the variations in the air currents were not so great near the ground or the water. That was the principle I worked under all the way down after crossing the Poughkeepsie Bridge.

"Of course, coming down through the city here I flew comparatively high, for I figured that the high buildings and the heat from the passing ferryboats would make it dangerous to fly close to the water.

He Looked for Trouble.

"I expected trouble at Peekskill. To my astonishment I found nothing unusual there. I came around the promontory looking for trouble. I was close to the water, so as to avoid any possible conflicting currents, however, and I guess that is why I did not experience the conditions the steamboat and sailboat men had warned me about.

"I had been told that at that point the baffling winds would hit first on one side of a boat's sail and then on the other. But all I encountered there were the rising and falling air currents. I should say I was flying about fifty feet above the water at that point. It was the lowest point of the entire flight.

"Many boats were on the river all the way down, and I remember that at Peekskill some of those I passed over looked only a yard or so away. But even that close to the boats I could not hear the cheering that they tell me rang up and down the river.

"Before the landing I made on the Isham estate near Spuyten Duyvil I noticed that my lubricating oil gauge registered empty. I feared that I could not reach Governors Island.

"The little plateau on the Isham estate didn't look very large as I approached it over the water, but I had no difficulty in landing there. After landing and replenishing my lubricating receptacle from oil offered me by one of the automobilists there, I found that by a new trick I could get off with a running start which would carry me well on my way.

"The terrace slants down toward a swamp to the southward. Getting into my machine I started down the slope and left the ground smoothly. It was a drop of some fifty feet from the plateau to the swamp, but I cleared the latter with plenty of room to spare, and was soon out over the river again, flying low.

"I saw the Metropolitan tower from about thirty miles up the river as I rounded one of the promontories. It certainly looked good to me. It was a question whether I could reach the city then before my oil gave out, but to know that I was only about thirty miles away was comforting. The only way I can account for the lubricating oil running low is that the pump had been working overtime.

"Coming on down the river I didn't have much time to look at the buildings. My attention was needed right there on my machine. But I did get a chance to take a look at West Street as I came along. I was greatly astonished to notice how wide it looked. On weekdays when the street is filled with wagons and other vehicles it looks quite narrow. But today it seemed wide enough for my machine to land on, and had I not already picked out Governors Island as a landing place I would have attempted a landing there.

"My sensation on landing? It was relief, and relief of the same sort as when I landed on the Isham estate, for I knew then that the prize had been won and a record made.

"During the entire trip I hadn't time to feel whether I was tired or not. I didn't feel cramped at all, for my nerves were keyed up pretty tight, I guess. I don't feel tired even now, but I guess there is some sleep coming to me. I haven't been getting much more than two or three hours a night of late. As for the speed on the way down, I don't believe it varied much all through the trip. I have no speedometer on my machine.

"I could have gone faster perhaps had I let her out to the full extent, but as it was I went fast enough. The 137 miles in 152 minutes is a record for the type of machine I used. So far as I know, it is the fastest time ever made."

Mr. Curtiss depended for his time on a small clock attached to his machine. The figures of the official time keepers on THE TIMES special train disagree slightly with his. They credit him with covering 136 miles to 214th street in 148 minutes—rather more in his favor.

"My aeroplane carried more weight to its own area than any machine ever carried before. The weight is four pounds per square foot of area, and the total weight of the machine, with myself on board, is 1,000 pounds. It was built especially for this kind of a trip, and its performance has equaled my expectations.

"Some of those on THE TIMES train at one time that I would never be able to get through at all. But in the end it worked out all right, and however much I was carried sidewise by the wind I still kept plugging on ahead. My machine in the aerodrome on Governors Island is ready to-night to turn about and duplicate its trip if need be.

"What will I do now? Rest and go home to Hammondsport, and continue at work on my experiments with a craft designed to start from the water as well as to light on it. I already can alight all right, but part of the propeller blade is under water, and that prevents me from starting up again.

"Some day soon aeroplanes will have to start from the decks of battleships and from the water, and I am not sure but what they could be launched from a battleship going at top speed even now."

VIEWS OF THE AVIATORS.

They Agree that Curtiss's Feat Will Be Memorable in History.

There were no two opinions in New York last night among those who are interested in aviation or in any way identified with aeronautics. Without a dissenting voice all hailed Curtiss's feat as the most remarkable in the history of heavier-than-air machine flights.

Charles Heltman, Secretary of the Aero Club of America, said:

"We are all simply thunderstruck with Curtiss's clever performance. It is something that we had looked upon as an impossibility. The best part of it is that he came to the earth only twice during his flight, and that one of these descents was in New York City, which was permissible under the deed of gift of the prize for which he was trying.

"To my mind, the Albany-to-New York flight is a far more sterling performance than the one accomplished by Paulhan in flying from London to Manchester. Curtiss's flight makes everything else ever done in cross-country journeys look small by comparison."

Edwin Cleary, who is at the present time engaged in bringing to this country three or four prominent French fliers and their machines, for the purpose of giving exhibition flights and to contend for height, speed, passenger-carrying, and duration in the air records, said:

"I believe that Curtiss's feat far excels either Paulhan's London-to-Manchester flight or that of Graham White, who attempted to do the same thing.

"In the first place, the wind conditions which Curtiss had to fight were far more baffling and treacherous than those met with by Paulhan. Paulhan, like almost every other aviator who has ever tried cross-country journeys, wants flat country, treeless, houseless, unobstructed in any way. The country from London to Manchester was flat as a pancake. The only serious obstructions were telegraph wires, and the light was always good enough for these to be seen a distance ahead.

CARRIED MAIL TO GAYNOR.

Tucked safely away in an inside pocket, Curtiss brought with him from Albany a letter from Mayor McEwan of that city to Mayor Gaynor of this. He forgot all about the letter until a little while after he landed. Then he remembered it and hastened to City Hall, where William B. Melony, the Mayor's Executive Secretary, awaited him.

Mr. Melony received the letter on behalf of Mayor Gaynor, and it will be delivered this morning. It was merely a message of greeting from one Mayor to the other. Here it is:

Albany, N. Y.,
Office of the Mayor, May 27, 1910.

Hon. William J. Gaynor, Mayor of New York:

Dear Sir: On the occasion of the first long flight by aeroplane in this country I take this opportunity of sending your Honor greetings and good wishes.

This great flight, if accomplished, as I hope, will be historic. It is possible, too, that it is but the forerunner of what may in no long while be a commonplace occurrence.

The speed of this new instrument of locomotion seems to fit it admirably for many purposes of service to humanity, especially in the way of rapid communication. So far, however, no letter has yet been carried by this new means and I am glad that these greetings between us should be the first.

I know you will be with me in wishing Mr. Curtiss success in his daring trip and in complimenting The World newspaper in fostering the progress of this new art by putting up so large a prize. Sincerely yours, JAMES B. McEWAN, Mayor.

SURE HE'D DO IT, SAYS MRS. CURTISS

Aviator's Wife Tells What She Saw of the Flight from The Times Special Train.

APPREHENSIVE JUST ONCE

When Curtiss Swerved Over Western Shore at Staatsburg to Make a Short Cut—Thankful to The Times.

"I knew he would do it. All Glenn waited for was favorable weather, and when that came there never was any doubt in my mind that he would win the prize. I am so happy I do not know what to say," exclaimed Mrs. Glenn H. Curtiss as she arrived at the Grand Central Station at 10:50 o'clock yesterday morning on THE NEW YORK TIMES special train, from which she had viewed the successful flight of her husband all the way down from Albany.

For almost every mile of the way Mrs. Curtiss had a clear view of the airship, and no one on the train was more enthusiastic. When she arrived at the station a squad of automobiles furnished by THE TIMES was waiting for her party, and she was taken as fast as the law allows to Governors Island, where she arrived in time to throw her arms about her husband's neck and kiss him, while tears of joy brimmed her eyes.

"It was a beautiful day," continued Mrs. Curtiss, "and everything conspired to make the flight a most successful one. This is the happiest day of my life."

Mrs. Curtiss was trembling with excitement when she stepped from the train. She was the first to alight, and her first word was to ask where her husband had landed. When the special train reached Spuyten Duyvil it parted company with the aeroplane, Curtiss continuing straight down the Hudson, and flying so low that the hills hid him from the view of those on board. That was the last Mrs. Curtiss saw of her husband until she met him at Governors Island when the flight was over.

Mrs. Curtiss carried a large American flag which she had waved to her husband whenever the train got close upon the aeroplane. A TIMES reporter told her that her husband had landed safely at 214th Street and was preparing to continue on down the river. Without waiting to hear more she jumped into the automobile and urged the chauffeur to go as quickly as he could to the Battery.

"The delay at Albany was a long and exasperating one to most people, I suppose," said Mrs. Curtiss, "but to us it meant only a period of preparation. My husband was convinced that he would make this flight, the most ambitious one of his life. He did not take any chances, either with the machine or the weather, and the perfectly glorious way it turned out showed that he knew all the time what he was doing. I certainly am proud of him.

"Mr. Curtiss told me last night that he was going to make the flight this morning, and from the tone in his voice I knew he meant business. We got up early and the gentle breeze which was blowing assured us that the long looked for opportunity had come. He left Albany a few minutes after 7 o'clock, getting away clean and gracefully. The TIMES special was ready and we were off at the same moment. I am deeply thankful to THE TIMES for furnishing me the means to watch the flight. In no other way could I have followed my husband so closely. He was out of our sight scarcely a moment until we reached Poughkeepsie.

"The machine acted in the most perfect way from the very start. After it had been going for about fifteen minutes I saw we had no trouble in keeping up with him. Then I saw that Glenn was not letting the machine out to its full limit. We had the right of way over other trains, and we had no trouble in keeping close behind the aeroplane. Sometimes we were abreast of it for miles.

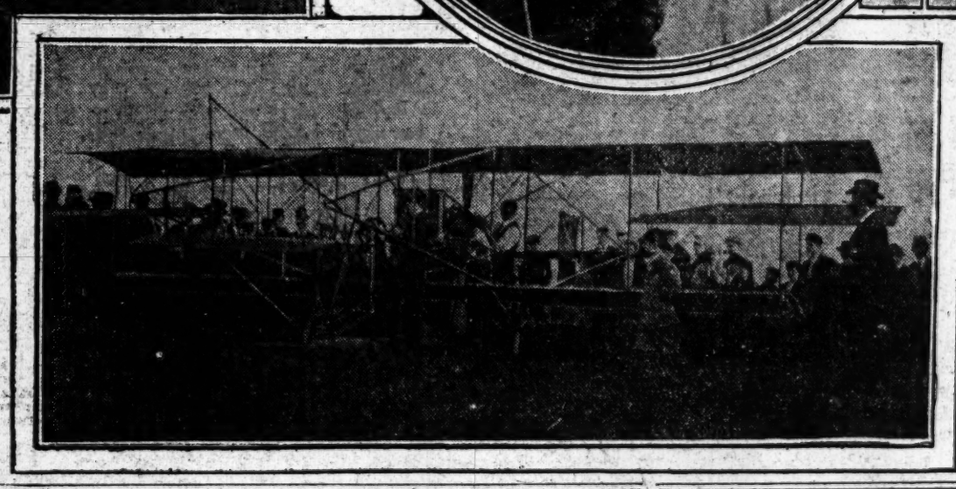
"When we reached Hudson, about 7:30 o'clock, Glenn was flying steadily and high. He had gone up about 500 feet higher, because he apparently was afraid of the air currents over the Catskill Mountains. When he reached the Catskills he was fully a thousand feet high and sailing as gracefully as an eagle. When he reached Staatsburg we were just an hour from Albany, and had gone fifty-four miles. Glenn was flying so beautifully then that I just couldn't help screaming for joy. I knew then that unless something went radically wrong we would win. After he left the Catskills he came down the extra 500 feet, and at times we were so close that I could distinctly see him. I waved my flag and he waved his hand in return. The first real apprehension I felt was when Glenn swerved far to the right over the land on the west side of the river just before we reached Staatsburg. I thought at first that my husband was having trouble with the machine, but Mr. Post reassured me by saying that Glenn apparently was saving distance by cutting off a bend in the river. He soon got back to the river and kept on in a steady line.

"When we reached Poughkeepsie we were just abreast of the airship. Glenn landed without trouble. It wasn't quite half-past 8. I saw him for a few moments there, and talked to him. I believe I kissed him. I was so excited that I don't know. He felt very much encouraged by the success of the first lap, and told me that he was sure he would reach New York without difficulty.

"Leaving Poughkeepsie we still kept close to Glenn and saw his every movement. All the way down Glenn kept close to the west side of the river. I guess he did that because he found the air current better. At any rate it afforded us a splendid view. We were only a few yards behind when we reached the bend in the road at Spuyten Duyvil. The hills there cut off our view, but when we last caught sight of him he was sailing easily. I did not know he was going to make the landing so far uptown, but I guess he needed oil.

"It was a most thrilling flight, and aside from the fact that my husband was in it, I would not have missed it for the world. It was by far the best flight Glenn has made. Will he make another soon? I hope not for a while. I think he has accomplished enough for the present. I will be satisfied if he never flies again, but of course he will. I do not know when his next flight will be. I am very proud and very happy, and that is about all I care to know just now."

GLENN H. CURTISS AND MRS. CURTISS



THE AEROPLANE CAMP AT ALBANY

possibly years ago on the other side of the ocean.

Out at the end of the little wharf of the Halcyon—a small steamer that offers to show the stranger all the sights of the harbor for a trifle—two men had been perched since 9 o'clock. These men carried cameras and field-glasses. They alternately adjusted each and then gazed with their bare eyes northward, pulling the rims of their hats far down over their foreheads to keep out the glare of the sun.

For two hours the two had stood out there without exciting any particular curiosity. Then somebody asked a policeman why they were there.

"Why, to take a picture," was the reply, with a chuckle.

A Grand Army man, shining in today's uniform, thought the reply trivial. He slowly unfolded a newspaper and pointed to a dispatch from Albany. The policeman looked over his shoulder a minute; then he straightened himself and stepped briskly down to the water's edge.

"Say," he shouted to the two men on the piles, "you fellers looking for Curtiss?"

The men turned, surveyed the policeman without emotion, and made no reply.

"That's it," solemnly declared the policeman; "they're waiting to take a picture of Curtiss's balloon"—and he repeated these words to the people who followed in his wake as he walked along the promenade. Every little while he paused, gazed out over the water, and walked on. The crowd in his wake increased.

"Who's he going to arrest?" somebody asked.

By 11:30 there were possibly 500 persons lined up along the promenade, shading their eyes with their hands while they looked out over the water. Such is the psychology of a crowd that very few knew what they were looking at or what they expected to see, notwithstanding the fact that the policeman was doing his best to impart trustworthy information, prompted and supplemented by the Grand Army man.

A Balloon Expected, at First.

Suddenly the man who stands in front of the ticket office of the Halcyon's pier began to cry: "Come, ladies and gentlemen, get on board—get on board the yacht Halcyon—the best chance in the world to see the balloon—the flying machine—it's coming down the river—step up lively or you'll miss it."

The response might have been more profitable, but just at that moment a dog had a fit near the Barge Office. The owner of the dog daringly picked up the little, frothing animal and, running down the steps, plunged it into the water. While the crowd pressed around him or fled from him he continued to bathe the animal's head and call him pet names.

Somebody cried "Mad dog!" and the policeman bustled up, full of authority, to make an investigation. The man in front of the Halcyon's ticket office began to remonstrate:

"That dog ain't mad," he cried, "only got a fit—come, ladies and gentlemen, get on board. The yacht Halcyon sails at once to meet the flying balloon that's coming down the river."

The crowd had assumed its normal movement when a hatless boy dashed down the Halcyon pier and said something to the two men roosting on the piles. They gathered up their cameras and field glasses and rapidly departed. The policeman intercepted them, but they shook him off. He was more successful with the hatless boy, with whom he entered into earnest conversation. The boy's expression was half fear and half pride. At length he slipped away.

The policeman mopped his brow, replaced his helmet and said to the crowd:

Awful News of Disaster.

"I have just heard by private messenger that Mr. Curtiss has met with a serious accident. He's come down all smashed at 207th Street. One of the wires has gone through his brain. And so"—and he assumed his conventional attitude—"you people may as well go home. Move along now and don't block up the walk. There'll be no show to-day." And he hastened over to the man in front of the ticket office, who had been frantically beckoning to him.

The Halcyon's "barker" heard the tragic story and then he too assumed his conventional pose and speech: "Step up, ladies and gentlemen—all the sights of the bay, only—"

At 11:40 one of those curious indefinable impulses seized the crowd to move in one direction. Then two or three men in felt hats and red handkerchiefs tied at their necks, followed by two or three women with purple and yellow shawls over their heads, began to run in the direction of the Barge Office pier. Others ran. The whole crowd ran. Out on the river, a couple of hundred yards from the stone promenade, a heavily laden, brownish-red boat was turning in toward the pier. Across the side of the boat was a legend painted in huge yellow letters, which read: "Department of Commerce and Labor."

Do you suppose that Curtiss is on [illegible] Curtiss's balloon.'" he [illegible]

WHAT THE ENGINEER SAW.

Driver of The Times Special Tells How Curtiss Once Nearly Hit the Train.

Charles Lewis of Rensselaer, one of the best engineers on the New York Central Railroad, had charge of THE TIMES special train which followed Glenn H. Curtiss on his flight down the Hudson River yesterday morning. As he "washed up" at the High Bridge station after the trip he told a TIMES reporter of the race down the river. The trip was a race for most of the distance, for Mr. Lewis knew that the wife of the aviator as well as THE TIMES special correspondent and photographer were aboard, and he didn't intend to lag far behind if he could help it.

Mr. Lewis received orders, before leaving Albany, that THE TIMES special would have the right of way over everything on the line, even the fast passenger trains being sidetracked in order not to interfere with the newspaper special.

"We pulled out of Rensselaer at exactly 7:08 o'clock," said Mr. Lewis to the group of engineers and trainmen who crowded around to hear his account of the record-breaking trip. "Curtiss was a few yards ahead and going like a bullet out of a gun. He evidently found conditions just right, for he shot into the air and was off before I had time to open the throttle. He gained on us steadily while we were pulling through Rensselaer village. Once we struck our gait, though, we overhauled him steadily. By the time we reached Castleton we were only a few yards behind. From then on down it was a nip and tuck race. Not that I couldn't have outstripped him if I had wanted to at the gait he was going, but because we had a better view by simply keeping up with him. To give him full credit, though, I think Curtiss could have gone much faster if he had wanted to. I figured out that he wasn't taking any chances.

"He kept up a good, even clip and he didn't seem to have the slightest trouble in steering the thing. It dipped very little and at all times Curtiss seemed to have it under perfect control.

"It was a beautiful sight to see the machine, like a big bird, soar down the stream, now low over the water and again high up over the mountains. I never imagined that a man could have such perfect control over a flying machine. There was something uncanny about it. I couldn't help thinking about the first trip Robert Fulton's steamboat made up and down the Hudson. This airship trip was just as wonderful a performance in its way. I suppose it will go down in history along with the other one. I'm mighty glad to be able to tell my children all about it years from now.

"About the only time I felt a little shaky about Curtiss was when we reached old Storm King. This is a mighty treacherous place. I've seen storms come up as suddenly as winking through these gulches, and I was afraid one of the air currents would turn the machine upside down. It did waver a bit. The machine made several jumps, but always righted without trouble. When Curtiss passed that point I didn't have much doubt but that he would get to Poughkeepsie all right.

"Curtiss has plenty of courage. A locomotive engineer needs grit, but I never saw a better display of it than Curtiss made. He would have made a good engineer himself. We got a little scare just as we were pulling out of Poughkeepsie. Curtiss flew very low and just missed the train. We all piled out on the coal tender and watched him as he swung into his stride out over the river and turn south. From Poughkeepsie down he didn't seem to have any more trouble than he did on the first lap. It looked easy enough, but I think he won every cent of the $10,000. I have been an engineer since 1892 and I have made some pretty fast time, but I wouldn't want to go through what Curtiss did. It looks as if we would have plenty of flying machines soon, but I'm going to stick to my engine. It's good enough for me."

Furs Stored and Remodelled at Moderate Prices. Forsythe The Forsythe College Sweater, $5.00.

THE LARGEST WAIST HOUSE IN THE WORLD.

June Sales Commence To-Morrow

An Entirely New Stock of Waists, Suits and Dresses, particularly desirable for present wear.

For Style, Quality and Price We Invite Critical Comparison

Women's Natural Linen Suits	$10.50	$12.50	$15.00
Women's French Linen Suits	15.00	18.00	28.00
Women's Linen Dresses	12.50	18.00	28.00
Women's Voile and Dimity Dresses	10.50	12.50	15.00
Women's Lingerie Dresses	12.50	16.50	22.50
Women's French Hand Made Linens	28.00	35.00	48.00
Women's French Foulard Dresses	22.50	28.00	35.00
Women's Imported Pongee Dresses	18.00	22.50	28.00
Misses' Tub Dresses	7.50	8.75	9.50
White Serge Suits	25.00	29.00	35.00
Navy Blue Suits	22.50	28.00	35.00
Black and Colored Mohairs	29.00	32.00	35.00
Rajah Silk Suits	25.00	29.00	38.00

Motoring and Travelling Coats

Motor Dust Coats	$5.00	$6.50	$10.00
Linen Travelling Coats	9.50	12.50	16.50
Genuine Pongee Coats	15.00	18.00	25.00
Silk Tussah Coats	19.50	28.00	35.00
Summer Serge Coats	12.50	18.00	22.50

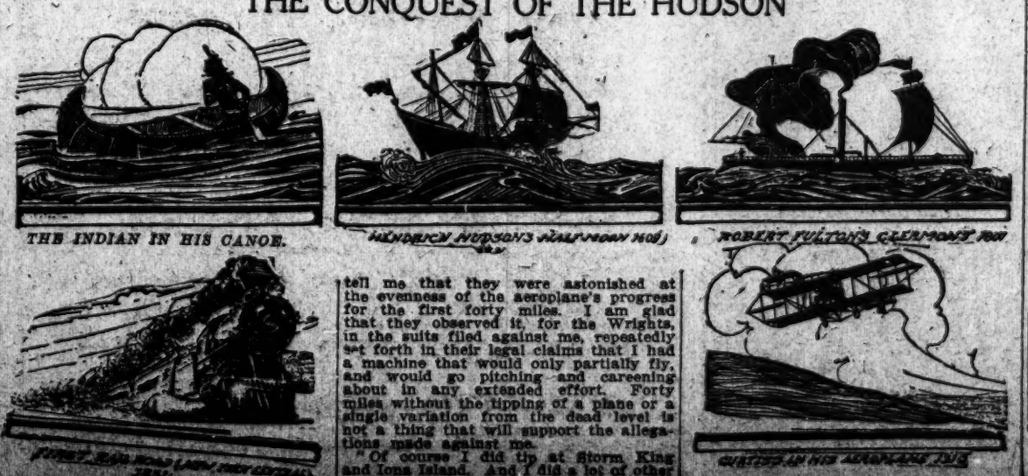
Waist Department:

French Hdkf. Linens	$6.50	$7.50	$10.50
Plain Tailored Linens	3.75	4.50	5.00
Irish Hand Emb'd Linens	3.75	5.75	7.50
Dutch Neck Linens	3.75	5.75	7.50
Linen Outing Shirts	3.75	4.50	5.75
Linen Riding Shirts	3.75	4.50	5.00
Fine Lingerie Waists	4.50	6.00	7.50
Open Front or Back Batiste	2.50	3.50	5.00
New Collarless Lingerie	2.50	3.75	5.50
Hand Made French Lingerie	7.50	9.50	12.50
Black China Silk	3.75	5.75	7.50
Black Crepe de Chine	5.75	7.50	10.50
Silk Foulard Waists	5.75	7.50	10.00
Lace and Chiffon Jumpers	5.75	7.50	12.50
Imported Lace Waists	25.00	35.00	48.00
The Forsythe Scotch Madras Waists, in over 1,000 patterns			3.50
Forsythe Flannel Waists, Mountain, Steamer wear, &c.			5.00

June Clearance Sale Imported French Millinery Values up to $35.00, Reduced to $10.00

Broadway John Forsythe and 18th Street

THE CONQUEST OF THE HUDSON



How the Curtiss Flight Was Bulletined by The Times

HOW AUTOS AIDED AT POUGHKEEPSIE

Gasoline and Oil from Machines of Jersey Tourists Replaced Curtiss's Supply that Went Astray.

LANDING MADE WITH EASE

Aircraft Dropped Gently Into Field, Stopping After a 25-Foot Run, Though Crowd Feared He'd Hit the Trees.

Special to The New York Times.

POUGHKEEPSIE, May 29.—Glenn H. Curtiss dropped down in his aeroplane in a grassy field on the Gill farm, two and one-half miles below Poughkeepsie, at 8:25 o'clock this morning, his craft alighting gently and running twenty-five feet through the dewy grass before coming to a stop.

There were scarcely twenty people on the ground to greet him. The little group sent up a cheer and then crowded around the machine, from which Curtiss alighted briskly. He slipped his goggles up from his eyes and coolly grasped the hands that were thrust toward him, giving each a hearty shake. Curtiss, when the first rush of the greeting was over, looked at the nearest bystanders and asked:

"Where is that gasoline and oil that was to be left here for me?"

Farmer Gill answered: "It isn't here. I haven't seen it."

Curtiss, who had been moving around looking over his machine, exclaimed:

"Well, that's too bad. I'm rather sorry I stopped. I could have gone on to West Point if I'd known that, or perhaps made New York."

Crowds were flocking up as he spoke, and automobiles in large numbers came along the Post Road, 200 feet away. Curtiss shrugged his shoulders when he ascertained definitely that his orders about gasoline and oil had miscarried, and then suddenly he shouted, so that his words carried over the crowd of about 200:

"Perhaps some of you automobile people can let me have a little gasoline—about five gallons."

The answer came from a dozen throats: "Sure we will."

A few minutes after Curtiss's arrival his wife came up from THE TIMES's special train and congratulated him. In answer to questions Curtiss said:

"I kept about the same height most of the way down, and only used five gallons of gasoline. I don't think I was much higher at any point than I was here at Poughkeepsie."

It was estimated that Curtiss, when he flew over the Poughkeepsie Bridge, was 200 feet above the decx of the structure, which is 212 feet high to the top of the rail. He cleared the tallest trees on the Gill farm, which stand about 50 feet high, by more than 100 feet, and the ground there is elevated about 150 feet above the river. The best opinion of those who saw him land was that he dropped from a height of about 400 feet.

The first denifite news that Curtiss would start was received here before 7 o'clock. A telephone call from Albany was received in a local newspaper office and a voice asked:

"How's the weather down there?"

"Fine," was the reply. "There isn't breeze enough to flap the flag against the Court House pole."

"That's good enough. I'm Glenn Curtiss," the Albany speaker continued, "and you can say that I have decided to make a start. I am going to leave Albany right away."

The news spread rapidly, and in a few minutes a little procession of automobiles started down the South Road. The first arrivals were on the ground about 8 o'clock. To the few parties from Poughkeepsie were added people from Wappinger's Falls and several touring parties from New York and New Jersey, who just happened along at a fortunate time.

Shortly after 8 o'clock the whirring sound of a motor was heard, but it was only a motorcycle. Then a little before 8:25 a faint "whirr" was heard, and people on the landing ground at the Gill farm strained their eyes off to the northwest to get a glimpse of the aviator. The sound grew steadily louder, and in a few seconds the frame of Curtiss's aeroplane showed like a big blot in the sky.

It was only a few seconds after Curtiss was sighted first before his machine was much plainer. It was traveling at great speed, and as the air was clear and the sun unclouded, both machine and operator became momentarily more clearly visible. When Curtiss arrived opposite the Gill plain, where he was to land, he turned inland at right angles and for a moment it looked to the spectators as if he was going to dash into the trees at the lower end of the course. The cry went up:

"He's going to hit the trees!"

The next instant it was seen that Curtiss was sailing at a safe height and had a clear way to drop to the ground. The aviator, when a third over the mile trip inland, lowered his altitude with a long sweeping drop and steadied into a straight flight, after which he dropped again and with two or three little wobbles fell steadily lower.

Curtiss at 8:25 shut off his engine and the aeroplane dropped gently to the earth. After the first burst of congratulations were over, Curtiss went steadily on with his inspection of his machine. He was joined in a few moments by his machinist. The two looked the car over carefully.

"This is the only thing I find out of place," remarked Curtiss, as he stopped and pushed back an air cushion on the right side under the frame. The cushion had slid sideways about five inches. This and a companion cushion on the other end were to act as buoys in case he dropped into the river. As an added precaution Curtiss wore an old much used set of cork life preservers which he had strapped around his body.

Curtiss's quest for gasoline and oil was rewarded finally. Both much needed articles were furnished to him by tourists from Summit, N. J., Messrs. A. H. Rahmann and R. D. Bailey, who took the quantities needed from the stocks in their automobiles.

Curtiss had his assistant wire two of the stay wires on the end of the machine's plane together at the centre to take up some slack in them. The bolts on the cylinders were gone over. A little tape was used here and there to prevent chafing by the guys holding the wires.

With gasoline, oil, and water, Curtiss practically was ready to start at 8:54. He still delayed however, and divided his time moving around, talking with his friends, giving directions to his machinists, and casting a keen eye skyward every once in a while, where some light fleecy clouds were forming. There was no wind to speak of, only a gentle hint of a breath of air which occasionally came drifting from the northwest. At 9:08 he tried the propeller and at 9:09 said everything was all right, and took a long draught of water from a farmer's tin pail.

At 9:20 Curtiss tried the steering gear of his aeroplane and adjusted his goggles over his eyes. He looked over the steering gear again, put on his life preserver, and shook hands with several who crowded around him and wished him luck. The crowd began to push in against the machine and Curtiss with a note of warning in his voice remarked with a gesture to move back: "Lots of room on the side."

At 9:25 Curtiss gave the propeller of his machine a second preliminary turn and once more adjusted his goggles. Then, without a farewell gesture or word, he mounted into his seat. Several men gave the craft a little push. The aeroplane started forward, running lightly over the grass for about 500 feet, and then Curtiss turned his planes to lift the machine and it left the ground and rose in the air a few feet. After a dip which was somewhat after the fashion of a good-bye curtsey the machine rose steadily and bore away to the westward on a direct line to the river.

FLIGHT EMPTIED A CHURCH.

Pastor Lectures His Flock and Takes a Fling at Curtiss.

Special to The New York Times.

POUGHKEEPSIE, N. Y., May 29.—The Rev. William H. Hubbard, pastor of the Mill Street Baptist Church, passed out some sharp criticism at both morning and evening services to-day because so many of his members were absent from church this morning to see Curtiss fly over Poughkeepsie. He lashed the church folks for neglecting to attend church and railed at Curtiss for desecrating the day.

Mr. Hubbard sprang into the limelight a few months ago when he was asked to resign, as a result of a row with Mrs. Haggart, a member of the church, because she allowed her children to dance and play cards.

"It seems strange to me that this man could not have picked out one of the six other days of the week in which to make his trip," said the pastor. Then he expressed sorrow because so many church members stayed away from services to see Curtiss go by. He said:

"Conditions have come to a pretty pass when church members should so far forget themselves as to allow such a spectacle to draw their thoughts away from God and the proper observance of His day."

There was a very small number at Mr. Hubbard's church in the morning. Gerard Crippen, one of the Deacons, was present to help cheer for Curtiss when he landed here, but he hurried back to town in time to attend church. To-night Mr. Hubbard renewed his attack, and, referring to an outdoor memorial service at Christ Episcopal Church, the most aristocratic in town, this afternoon, said he was shocked to hear one of the bands playing the same piece that a minstrel company played here last week. In the morning Mr. Hubbard condemned automobile riding on Sunday, but to-night he made an apology because he himself had ridden in one in the afternoon.

TIMES BULLETINS WIRED TO HOTELS

Clubs Also Received Copies of Them Describing the Progress of the Flight.

THOUSANDS KEPT POSTED

Hotel Roofs All Packed Long Before the Aviator Was in Sight from the City.

As a result of the bulletins which were flashed over the telephone at intervals yesterday forenoon by THE TIMES to all the big hotels and clubs, hundreds of persons were enabled to view the last lap of the flight of Curtiss from the roofs of the hotels. The excitement over the flight among the guests grew from the moment that the first bulletin was sent from THE TIMES that Curtiss had left Albany.

The management as well as the guests at all of the hotels were profuse in their appreciation of the telephone bulletins of THE TIMES. At 7 o'clock in the morning few were stirring about the lobbies of the hotels, but by 7:30 there was considerable animation after the receipt of the first bulletin. Many guests before retiring had requested the clerks to call them as soon as Curtiss was reported to have left Albany, and when the word was given the response was prompt.

By 10 o'clock the roofs of all of the sky-scraping hotels were filled with watchers, many with glasses, which they trained up the river, everybody expectant and patiently awaiting the appearance of the aviator. At frequent intervals the crowds were kept posted by messengers from the main office, who hurried to the roofs in express elevators as soon as the telephone bulletins were received.

When a bulletin from THE TIMES announced that Curtiss had passed Yonkers at 10:30, everybody in the hotels made a rush for the roof. At least that was what the elevator operators reported, for they had not handled such an excited crowd since the night it was predicted that the earth was to pass through the tail of Halley's comet.

The information clerk at the Gotham, for instance, called up every guest in the hotel on receipt of this bulletin announcing the approach of Curtiss, and for a time the elevators worked overtime.

The unexpected stop of Curtiss at 214th Street, to get oil, coming as it did after the bulletin had been received that he had passed Yonkers, for the moment, turned a damper on the anxious watchers. Some of the guests even returned to their rooms, but raced up again to the roof when the word was flashed that Curtiss was off again.

The view of the flight from the hotel roofs was unobstructed from the moment the aeroplane was seen coming in the direction of Grant's Tomb like a big bird. In fact, some of the folks on the roofs insisted that it was a bird until the outline of the aeroplane grew plainer over Fifty-ninth Street.

As fast as the bulletins from THE TIMES reached the main office of the hotels over the telephone they were written out and posted up in a conspicuous place. As soon as Duke Ferdinand de Montpensier, the brother of the Duo d'Orléans, read one of the bulletins at the Hotel Knickerbocker, where he is staying, he made arrangements to take a party to the roof. When he arrived there he found, among many others, Count Bresky von Birkenfelds, Stanley Rhodes, a nephew of the late Cecil Rhodes, and Senator James F. Shaw.

After the flight Duke de Montpensier appeared most enthusiastic over the success of it. He said:

"I saw Mr. Curtiss fly during aviation week at Rheims last year, as well as many others, but I don't think I ever saw a more perfect flight. The apparent steadiness of the machine amazed me. Of course from the hotel roof it did not appear as large as it would at close range, but it was well worth seeing."

The enthusiasm at the Waldorf-Astoria began around the breakfast hour, and a crowd gathered in front of the information desk awaiting the receipt of a TIMES bulletin as early as 8 o'clock. The information clerk who took the bulletins gave them out verbally.

About 9:30 came the bulletin that the aeroplane was flying steadily, with the peaks of the Catskills in the background.

When the bulletin was sent out that Curtiss had left Poughkeepsie at 9:29 the enthusiasts began to make preparations to get to the roof. At 10 o'clock the Waldorf roof was crowded. The visitors from out of town were among the most enthusiastic over the flight. Among them were E. T. Wallace of Spokane, Wash.; L. A. Bunham of San Francisco, Mr. and Mrs. W. V. Rice of Salt Lake City, H. C. and Frank Davis of Milwaukee, and Mr. and Mrs. A. D. Keyes of San Francisco.

"Curtiss has just passed over Yonkers."

Thus a page passed through the crowds on the roof, giving the latest bulletin. All then began to crane their necks and gaze uptown in the direction of the Palisades. Time passed, but there was no sign of Curtiss. Just as the watchers were becoming disgruntled, the page appeared with another bulletin, announcing the stop at 214th Street. It was not long after this when a woman's voice exclaimed:

"There she comes!"

Instantly every eye was turned to the northwest, and there, in a setting of blue sky, a tiny speck appeared.

The information desk at the Plaza was about as busy as it could be after the breakfast hour repeating the bulletins from THE TIMES to inquiring guests. Besides the watchers on the roof all of the corner suites were put into use, the guests who occupy them inviting in their neighbors.

Many guests at the Netherland and Savoy viewed the flight, and there was a quota of watchers on the roofs of the Majestic and Ansonia.

CURTISS CRAFT WAS SMALLEST EVER USED

Biplane Measures Only 30 Feet Fore and Aft and from Side to Side.

WEIGHT ONLY 1,004 POUNDS

Fifty Horse-Power Water-Cooled Motor Drives Seven-Foot Propeller at 1,000 Revolutions a Minute.

The machine with which Glenn H. Curtiss made his flight yesterday is not only the smallest ever employed in an important aerial trip, but aviators say is the smallest which ever has been utilized in a cross-country journey.

It is what is known as the biplane type. It measures from extreme front to extreme rear just thirty feet one inch, and it is thirty feet wide. The two planes, which are four and one-half feet apart, are also four and one-half feet wide. They are made of the fine rubber-silk cloth which is Capt. Thomas Baldwin's contribution to aviation.

The planes and wings of the Curtiss machine are concave but rigid, in which they differ from the Wright machine in that its wings may be warped through lever controls operated by the rider. Instead of warping his wing tips Curtiss employs an aileron on each side of the machine. These ailerons are four feet long and two and one-half feet wide, and are fastened at each end of the machine to two of the upright rods at the front edge of the planes. The uses to which these ailerons are put are identical with those accorded by the warping wings of the Wright machine.

By a system of wires and pulleys, acting on the rear edges of the ailerons, (and on the Wright machine on the rear of the wings, the aileron on one side is pulled up when the other side is pulled down. This is necessary to give stability and prevent drift and overturning. If, in straightaway flight, for instance, the aeroplane drops toward the right, the degree of the angle of incidence of that side of the planes is increased, thereby adding to the resistance to the air of that side, which tends to make that end of the machine rise, and the angle of incidence of the upward end is decreased, pulling it down and bringing the aeroplane back to a normal position.

The elevating plane or deflector at the front of the machine which Curtiss used yesterday is larger than any he hitherto has employed. It measures about two feet more in width than the one he had on his Governors Island "June Bug" type of biplane. The rear rudder is of the customary Curtiss manufacture, consisting of a vertical and a horizontal plane which intersect each other at the centre lines.

At the very centre of the lower plane and on a strong wooden bed is the eight-cylinder, V-type, fifty-horse power motor, which drives the single seven-foot propeller at a thousand revolutions per minute. This exerts a 850-pound pressure on the air, and thereby propels the machine. The cylinders, which are cast singly, and are water jacketed to an extent rather less than is the custom with automobile cylinders, are square, measuring four by four inches. They are cast of gray iron, with finely wrought pistons.

The oil tank, holding two gallons, is located under the aluminum crank case. The lubricant is forced upward through two one-sixteenth inch pipes to the chrome-nickel steel crankshaft by means of a small gear-driven pump. The crankshaft is hollow and the oil runs through it to the bearings, overflowing from there to the case. A system of overflow tubes keeps the oil in the crank-case at a constant level.

The radiator, which is of four-gallons capacity, is located to the right of the engine, looking forward, and the water is forced by a gear-driven pump through the jacketing of the cylinders.

This is the largest engine that Curtiss has yet built and marks his discarding of the air-cooled type for the water-cooling system.

Under the framework to which the front wheel is attached Curtiss, before his flight yesterday, affixed a silk air-bag whose top was a piece of finely-selected spruce reinforced by a strip of rubber-silk to make that side of the bag air-tight. This was intended to have the effect of a hydroplane in the event that Curtiss was compelled to come down on the water at any time during his flight.

SUGGESTS AN ALBANY RACE.

Charles K. Hamilton, the aviator who arrived here from Jacksonville on Saturday with his biplane in the hope of carrying off the $10,000 prize, said yesterday that the next thing in the shape of a test for aeroplanes should be a non-stop race from Albany to New York.

"These long-distance flights could have been done two years ago," said Mr. Hamilton. "There has been little improvement in airships since that time, but then the aviators did not have sufficient confidence in themselves to make the attempt. Aeroplanes should be tested on the same lines as automobiles, to run as long as the fuel lasts.

"I am glad Curtiss made the flight from Albany to-day, but I should like it better if he had done it without stops. His flight shows the growth of courage in aviators, and the distances will grow longer and longer."

"Will you issue a challenge to Curtiss to fly against you over the course from Albany to this city, or an equal distance on another course, without a stop?" he was asked.

"I cannot say that at present," said Mr. Hamilton, "but I am ready to enter any competition and I have my machine with me, and would like to make at least one flight before going away again. The weather conditions this morning were perfect for a flight."

Mr. Hamilton went on to say that he had not had an opportunity to talk with Mr. Curtiss regarding a race, but he expected to make a flight before leaving the city.

"Will you attempt a long-distance, non-stop flight over some other course?" he was asked.

"Yes," replied the aviator, "but I have not decided where or what day it will be. I am going to tune up my machine to-morrow, and when she is ready I will decide on the flight. I expect to have a talk with Curtiss to-morrow afternoon, and we may decide on some contest. I would not mind flying over the Albany course in a race with him, but I would not go over it alone, as the feat has been performed and it is no use wearing out the trail.

"The race was suggested to me immediately after Curtiss alighted at Governors Island, but so far there is nothing in the affair beyond the 'talk' stage."

Story of the Flight Told in Bulletins From The Times's Special Train

Here is the story of Curtiss's great flight told in the bulletins which were dropped off THE TIMES special train as it sped past the stations on the New York Central's riverside track, and were posted on THE TIMES bulletin board and telephoned to the various clubs and hotels:

I.

SCHODACK, N. Y., May 29.—Curtiss off from Albany at 7:03, flying beautifully, high above valley and hills, fifty miles an hour. Times special train keeps even at terrific pace. Passed here at 7:15. When Mrs. Curtiss saw the tiny craft she shouted her delight.

"Fine! Fine!" she cried as she waved a flag from the platform of the special.

Before the start the Times special signaled three blasts. Curtiss answered by wig-wag flags, "All ready. Am off." And the dark air bird loomed high in the sky.

II.

HUDSON, N. Y., May 29.—Comparative schedule so far is:

Albany	7:03 A. M.
Castleton	7:08 A. M.
Athens	7:18 A. M.
Stuyvesant	7:24 A. M.
Newton Hook	7:27 A. M.
Stockport	7:32 A. M.
Hudson	7:35 A. M.

Uniform height, 1,000 feet.

Passing river craft, discovering Curtiss in the sky, are saluting with whistles. The Times special train is now directly under the rear middle keel of Curtiss's machine, and the ailerons are all distinctly visible.

Passed Newton Hook at 7:27. Curtiss was just ahead of the train as it passed. Curtiss has not yet changed from level planes for a moment. The sight is inspiring and beautiful. He is high above water, in perfect pose, and steady.

III.

BARRYTOWN, N. Y., May 29.—Curtiss passed here on the same beautiful, steady, high flight maintained from the start. Sped over Greendale at 7:40½; Linlithgow, 7:43; Germantown, 7:45; Tivoli, 7:53.

Times special has to strain to keep up. The special's time for the first twenty-six miles was 33 minutes, including ten slow miles at the start.

As the peaks of the Catskills loomed to the west Curtiss climbed an extra 500 feet, his course being directly above the river. He is now 1,500 feet high.

Curtiss is visible almost overhead, steady as a railroad train. Weather and sky are perfect.

IV.

STAATSBURG, N. Y., May 29.—An hour out from Albany the special and Curtiss are passing Rhinecliff, directly abreast, fifty-four miles on their journey and eighteen from the end of the first stage, at Poughkeepsie.

Off Barrytown Curtiss dropped the 500 feet he had climbed when opposite Catskill Mountain House. He is still maintaining an even course. Curtiss's mechanic aboard the special counted strokes from the exhaust, gleefully remarking: "She's never missed a stroke."

The aeroplane as it passed Tivoli, directly above The Times special, was trailed by a long line of blue smoke from the engine exhaust, working in perfect order. Curtiss dropped to a height of 300 feet off Rhinecliff. The planes have not yet jolted in the wind.

V.

POUGHKEEPSIE, N. Y., May 29.—Two miles above Staatsburg Curtiss, at a height of 500 feet, veered far inland to the west. Mrs. Curtiss was alarmed, fearing a mishap, but was reassured by Augustus Post, who told her that her husband was cutting off a big river bend. He passed Staatsburg at 8:11, cutting back to the river.

VI.

CAMELOT, N. Y., May 29.—Curtiss landed at the camp three miles south of Poughkeepsie at 8:25 in splendid condition. He filled the gas tank and prepared to continue at once to the Battery, New York City. There is no wind.

Curtiss left here at 9:29, The Times special following close behind.

VII.

CAMELOT, May 29.—Curtiss, in leaving here at 9:29, said he was rather sorry he had not kept on and taken chances of reaching New York in one trip. He made a perfect landing and got away with equal smoothness. A small crowd greeted Curtiss, who was cool and accepted congratulations without showing any elation. He took on some oil, gasoline, and water for his machine, and took a big draught of water himself from a tin pail before saying good-bye for the second leg of his journey.

VIII.

FISHKILL LANDING, N. Y., May 29.—Curtiss passed Fishkill at 9:43, flying steadily.

IX.

PEEKSKILL, N. Y., May 29.—Through the worst currents at Storm King, the northern gate of the Highlands, Curtiss pitched and tossed like a ship in an angry sea. He made many forty and fifty foot jumps up and down out of Storm King. At 9:50 he took a long, side-wise drive across the river, to the left of The Times special for the first time. He sailed inland over West Point in a western, slanting drive, lurching badly, but always going ahead in spite of drifts. He steadied himself over the West Point Commandant's house and arose, sailing beautifully, to take the Peekskill highlands. He dropped almost to the water at Iona Island, passing to the left of the powder works tower. He waved to Mrs. Curtiss on The Times train.

Curtiss and The Times special passed Camelot at 9:28, New Hamburg 9:33, Storm King Cut 9:45, Cold Springs 9:50, Manitou 9:56, and Peekskill 10:03. It was estimated here that he would reach New York at 11:30 or earlier. The Times special is keeping him in fine view, three minutes behind.

X.

YONKERS, May 29.—Curtiss passed over here at 10:30, flying smoothly and 100 feet lower than the top of the Palisades.

Expanding Your Business?

¶ Business expansion requires additional capital. Secure this in the open market on the most favorable terms by an advertisement in the Business Opportunity column of The New York Times.

Semi-Annual Clearance Sale

The Famous

Mme. Irène Corsets

WEEK BEGINNING TUESDAY, MAY 31.

These corsets are the latest sample lines of the Wholesale Department and are offered at these phenomenally low prices.

612 $6.00 Corsets,	Reduced to		3.00
586 $7.00 and $8.00 Corsets,	"	" 3.50	4.00
462 $10.00 and $12.00 Corsets,	"	" 5.00	6.00
621 $16 and $20 to $25 Corsets,	"	" 8.00	10.00

Fitted and Altered if Necessary.
All sizes and Extra Long Models.

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The Perfection of Cleanliness, Efficiency and Economy

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Hammocks and Hammock Beds for outdoor sleeping
Lawn Umbrellas and Tables, &c.

130 and 132 West 42d Street, New York

Saks & Company

Broadway at 34th St.

ANNOUNCE FOR TUESDAY, MAY 31ST.

An Extraordinary Clearance Sale of

Suits & Dresses for Women

at prices reduced to considerably less than one-half their values.

For reasons of our own, we have decided upon immediate disposition of these garments. To ensure that result, prices have been lowered to a point that in most instances does not cover the cost of materials alone.

The models are our own exclusive creations for this season—every one of them perfect in every particular.

Tailored Wool Suits

of French serges, wide wale serges, homespuns, Scotch mixtures or worsteds.

24 Suits, Formerly up to 30.00, To close—at 12.00
137 Suits, Formerly up to 45.00, To close—at 16.00

Silk & Cloth Dresses

These are garments that we find it impossible to duplicate this season. They are from our regular stock—choice designs, beautifully made and finished.

144 Dresses in the assortment:
Formerly up to 29.50 at 11.00
Formerly up to 39.50 " 17.50
Formerly up to 59.00 " 25.00

Included are dresses of taffeta silks, foulards, pongees, fancy silks or serges.

New Summer Apparel for Women

New Polo Coats

Of imported materials, made after the most recent English models. Full skirted shape, with belt. New combination collar. 25.00

Dust Coats of Mohair

Of fine quality, lustrous material; semi-fitted or full back shapes. New combination collar. In black, navy or gray. 12.00

Tailored Suits of Ramie Linen

In white, natural or colors. Pleated skirt and tailored, semi-fitted coat. All sizes, 10.75

New Models in Lingerie Dresses at 5.50 to 95.00
New Linen and Ramie Suits at 10.75 to 85.00
New Silk and Pongee Coats at 15.00 to 85.00

TUESDAY, MAY 31ST.

An advance showing of

Viyella Flannel Waists for Women

Suitable for Mountain, Steamer or Seashore Wear.

Waists in three distinct tailored models; fancy or plain stripes and colorings. Stock of turnover collars, with fancy silk ties and novelty buttons. Value 5.00; at 3.95

Sweater Coats

Imported hand-made or domestic models, full fashioned in mannish or fancy weaves. Exclusive styles and colorings, made of the highest grade worsted yarns. Close, semi or loose fitting. Single or double breasted. Long, short or ¾ lengths; V necks, high turnover or shawl collars; in various weights,

at 2.98 to 19.50

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An assemblage of exquisitely designed Blouses in all the newest materials, trimmed with real Cluny, Irish and Val laces; elaborated with hand embroidery and hand tuckings. The variety is unusually large.

Also: Colored Blouses of Voile, in checks or stripes with hand embroidered jabot to match,

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Incomplete assortments & broken lots

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Mourning Waists—A large variety in new materials suitable for Summer wear, at attractive prices.

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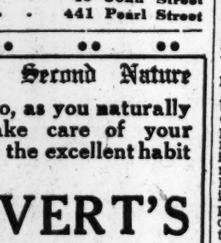

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The Silent Servant
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Curtiss's Career and the Magnitude of His Feat

CURTISS FEAT CAPS EFFORTS OF AGES

Chinese the Apparent Pioneers, but Mythology Tells of Attempts of Abaris, Daedalus, Archytas.

15TH CENTURY AVIATORS

Experiments with Flapping Wings and Lifting Screws Preceded Present Use of Planes.

The conquest of the air, the effort to solve the equation presented by gravity, has engaged men since the time when legend precedes authentic history. Myths relating to Abaris, Daedalus, and Archytas and their efforts to ride the air are well known.

In the reign of Emperor Nero, approximately in the year 67 A. D., it is told by a historian of the day that Simon the Magician undertook to "rise toward heaven like a bird in the presence of everybody." The recitation says, further, that "the people assembled to view so extraordinary a phenomenon and Simon rose into the air through the assistance of the demons in the presence of an enormous crowd. But St. Peter, having offered up a prayer, the action of the demons ceased and the Magician was crushed in a fall and perished instantly."

There is another tradition of a Benedictine monk, an Englishman, of whom it was told that, in the eleventh century, he manufactured "some wings" modeled after the description that Ovid has given of those of Daedalus, and, having fastened them to his hands, he sprang from the top of a tower against the wind. He succeeded in sailing a distance of 125 paces, but either through the impetuosity or swirling of the wind, or through nervousness resulting from his audacious enterprise, he fell to the earth and broke his legs. Henceforth he dragged a miserable, languishing existence, attributing his misfortune to having failed to attach a tail to his feet. And that Oliver of Malmesburg actually did navigate the air for what corresponds to-day to 870 feet in a glider of his own invention has been attested by recent discoveries of rudely written folklore of the Middle Ages.

Besides these myths of remote times it seems probable that the Chinese were the real pioneers in aerial navigation. They began with the kite. A Chinese General, Han Sin, in about the year 300 B. C., signaled the residents of a beleaguered city by means of kites that he was without their walls, and hoped soon to give them succor. A French missionary who visited China in 1694 reported that he had seen the records of the coronation of the Emperor Fo-Kien at Peking, which took place in 1306, and that these records mentioned the fact that a balloon ascension was one of the ceremonies' features.

Leonardo da Vinci, the Italian artist, scientist, and philosopher, spent much of his time—in the fifteenth century, which was so marked with efforts to navigate the air in heavier-than-air machines—in an effort to construct an aeroplane of the flapping-wing variety. His technical drawings and data resulting from many vivisectional and dissectional experiments with birds, all of them still extant, show to what an extent he had applied himself to work out this great mechanical problem.

The fifteenth century was remarkably well punctuated with efforts to accomplish successful flights in heavier-than-air machines. Well-authenticated records exist showing that in 1456 George Battista Dante flew 800 feet at Perugia, Italy, in a small glider, and that he duplicated his performance a few years later over Lake Trasimene.

In all these attempts—and they relate purely to efforts to navigate the air in heavier-than-air machines and not in balloons—three classes of mechanism were employed. The first consisted of flapping wings operated by the muscular efforts of the rider. These were evidently in close imitation of the birds, and showed none of the ingenuity which marks the latter-day aeroplane. The lifting-screw idea followed the abandonment of flapping wings. Then, after all these years of fruitless effort, came the invention of the Wright biplane, which is fashioned closely along the soaring-bird idea.

The lifting-screw idea, which consisted of utilizing propeller screws intended by rapid rotation to lift the device from the ground, was experimented with for some time by Da Vinci, who employed paper screws. This plan, not long after Da Vinci's time, was abandoned, to be revived in 1843, and then permitted once more to drop into disuse, from which it never since has emerged.

The aeroplane idea, as exemplified in the Wright, Curtiss, Farman, Blériot and other well-known types of heavier-than-air machines, is constructed on the principles of the albatross's flight. It is based on the manner in which soaring birds ride the air, which they accomplish by "the reacting pressure of the air currents on the under sides of their wings." That there were many failures by predecessors of the Wrights was due to their not taking into account the necessity of preserving either lateral or fore-and-aft stability.

Octave Chanute, a wealthy resident of Chicago, much interested in problems of aero dynamics, had conducted more than a thousand experiments with gliders of of the monoplane, biplane, and triplane types. None of these was motor-propelled because, as Mr. Chanute recently said, he "was no mechanic and had no knowledge of how to affix a motor to the planes or of how to construct an engine wherewith to drive the biplane gliders" with which he had done his experimental work.

The Wright brothers obtained from Mr. Chanute the data he had compiled in his many years of work with gliders. Secretly Wilbur and Orville Wright tinkered and planned with biplane gliders constructed first along lines dictated as wise by Mr. Chanute's data and then evolved as a result of their own efforts and experiments.

Mr. Chanute's experiments had demonstrated that man-carrying heavier-than-air machines were practicable, but, because neither he nor his assistants could devise a means whereby to propel them mechanically, the idea of a successful heavier-than-air machine was still as far from human grasp as ever until the Wrights successfully placed a four-cylinder gasoline engine of their own design on a glider, likewise of their own pattern, and with the famous warping wings, at Kitty Hawk, N. C., in 1903.

For some time previous to the successful invention of the Wright motor-propelled biplane Glenn H. Curtiss had been connected prominently with the manufacture of motorcycle engines.

He had perfected at his Hammondsport factory a four-cylinder motor remarkably light for the power it yielded. From his original one-cylinder type Curtiss evolved a very powerful multi-cylinder form of air-cooled engine. It was with a motorcycle propelled by one of these engines that a mile was made at Ventnor, Atlantic City, in twenty-eight seconds by Mr. Curtiss himself.

Curtiss heard of the work that the Wrights were doing at their own home and at Kitty Hawk. Long before that the Ohio inventors of the motor-propelled heavier-than-air machine had brought to perfection a very light gasoline engine for motorcycle and then aeroplane uses, and Curtiss and the Wrights exchanged ideas with regard to the motor industry, which, like the manufacture of aeroplanes, was still in its infancy.

With this interchange of ideas and the birth of the Aerial Experimental Association, Curtiss, as an employe of that organization, went to the Kitty Hawk camp of the Wrights and worked under their tutelage in learning and solving the mysteries of aerodynamics. So, as an experimenter of the Aerial Association and as a pupil of the Wrights for the association, Curtiss continued his work until well along in 1908.

In July of that year Curtiss announced that he would construct a heavier-than-air machine, to be equipped with the now famous Curtiss motor. This machine shortly afterward made its appearance and became known as the "June Bug." Speaking of his plans at that time Curtiss said:

"Contrary to reports I do not expect to do anything in the way of exhibitions. My flights here (Hammondsport) have been in connection with the Aerial Experimental Association's work."

Not long after that Curtiss formed a partnership with A. H. Herring, who as an employe of Octave Chanute also had been present at the Wrights' camp at Kitty Hawk, for the manufacture and sale of aeroplanes of their design and severed his connection with the Aerial Association. From that time on Curtiss has been identified with aeroplaning in public, and his flight of yesterday was the result of his years of study and experiment both under the Wrights and by himself.

OTHER RECORD FLIGHTS.

Paulhan's London to Manchester 185-Mile Trip the Longest.

It was the Wright brothers who first showed the possibilities of long distance flight in the air and who set the pace for the strides in aeronautic achievements that have attracted the attention of the civilized world within the last two and a half years. As early as 1905 Wilbur Wright flew for 38 minutes and 3 seconds at Dayton, Ohio, in one of the secret tests which he and his brother, Orville, had been carrying on for several months.

On Sept. 9, 1908, Orville Wright remained in the air for 57 minutes and 31 seconds at Fort Myer, Va., breaking his own unofficial record of three years earlier and the official record of 29 minutes 53 4-5 seconds made by Delagrange near Paris three days before. Three days later Wright stayed in the air over the Fort Myer circuit for 1 hour 14 minutes 20 seconds.

Meanwhile Wilbur Wright, who had gone to France, on Dec. 31, 1908, over the military ground at Auvours, near Le Mans, stayed in the air 2 hours 20 minutes 23 1-5 seconds, thereby winning the Michelin trophy and a purse of $10,000. This remained as the world's record for endurance until the Rheims international aviation meet in August last, when Farman won the Grand Prix Cup for the longest time in the air by a sustained flight of 3 hours 4 minutes 56 2-5 seconds, covering about 111.78 miles. This, also a world's record, was beaten by Farman himself on Nov. 3 last, when at Chalons he stayed in the air for 4 hours 17 minutes and 53 seconds, covering approximately 144 miles, and this won for him, besides a new world's endurance record, which has not been beaten yet, the Michelin trophy for 1909.

Wilbur Wright, on Oct. 10, 1908, at Le Mans, established a record for a flight with a passenger, remaining in the air for 1 hour 9 minutes 45 2-5 seconds. This has been exceeded a few times since, but on May 15 last the Belgian aviator, Daniel Kinet, broke all previous records for a trip with a passenger by remaining in the air for 2 hours and 57 minutes. Farman holds the record for carrying the greatest number of passengers, established a few weeks ago in France, when he carried three persons with him in his biplane.

Blériot, on Oct. 31, 1908, made the first "out and home" journey by going from Toury to Artenay, France, a little less than nine miles, in his monoplane, and later on the same day flew back to his starting point. Just one day before Farman had made the first cross-country flight, going from Chalons to the outskirts of Rheims with a Voisin biplane in about twenty minutes, the distance covered being 16.8 miles.

Next Blériot crossed the English Channel on July 25 last, landing on the Dover cliffs, about twenty-five miles from his starting place near Calais, after thirty-seven minutes in the air. On May 20 last Count Jacques de Lesseps, a grandson of the late Ferdinand de Lesseps, successfully flew over the channel, taking practically the same route pursued by Blériot. He, too, used a monoplane, but his time was about fifty minutes.

Then came Paulhan's flight from London to Manchester. On April 27 last he started on his 185-mile journey. His first flight was 117 miles, stopping at Lichfield late at night, and early on the morning of April 28 he reached Manchester, covering the distance in four hours and nine minutes actual flying time in the air.

Paulhan's continuous flight of 117 miles in his London-Manchester flight was exceeded by only one mile by his flight of 118 miles made on April 18, this year, from Orleans to Arcis-sur-Arbe, and this is the present world's record for a continuous cross-country flight. This was accomplished in about three and one-half hours, his 117-mile flight from London to Lichfield being done in two hours and thirty-nine seconds. On the morning after the 118-mile flight from Orleans Paulhan started off for Chalons, completing the total distance of 161 miles across country with but one stop within twenty-four hours. Paulhan also holds the flight record for height, made at Los Angeles in January, when he soared higher than 4,100 feet.

BLERIOT'S HISTORIC FLIGHT.

The Story of the First Air Voyage Across the English Channel.

It was on July 25, 1909, that Louis Blériot in a monoplane of his own design flew across the English Channel from Calais to Dover for the Daily Mail's prize of $5,000, after an unsuccessful attempt to perform the same feat had been made by Hubert Latham. There are some curious coincidences between Blériot's flight and yesterday's flight by Curtiss.

Blériot crossed the Channel early on a Sunday morning; Curtiss's flight was begun early on Sunday. There had been intense interest in the preparations for and expectation of the cross-Channel flight, but when it was at last performed hardly any one saw it. After getting up early each morning for many days the people of Dover had become weary and a little skeptical, and less than a dozen persons were on Shakespeare Cliff on the historic Sunday. As late as the previous morning there had been a couple of hundred persons on the cliff, straining their eyes in attempts to perceive the long-expected "bird man" arriving from the coast of France.

The French aviator did not land at Shakespeare Cliff, as it had been expected that he would. He chose, instead, a landing-place at the other side of Dover, in a field behind the Castle, and when the reporters and photographers, who comprised almost the entire company on the cliff, saw the beautiful white monoplane, first a speck in the far distance, then grow nearer and nearer, and then, to their amazement and disgust, make for the other end of the town, there was a wild scurry to get there in time for the landing. Only one reporter who was fortunate enough to have a swift automobile waiting succeeded in reaching the meadow at the same time as Blériot.

The place where Blériot landed is almost as hard to reach from the middle of Dover as is Governors Island from Manhattan, but a crowd of considerable size collected in what seemed a miraculously short time. The enthusiasm was tremendous; the air was electric with it. Blériot stood beside his little machine, his face literally bathed in perspiration, but with a smile that "would not wear off." After he had been shaking hands every second for about ten minutes The Daily Mail representatives succeeded in getting him away, the monoplane being left in the care of half a dozen policemen.

Mme. Blériot followed her husband across the Channel in a French torpedo boat destroyer, and she arrived in the harbor of Dover a few minutes after Blériot reached the Lord Warden Hotel. Blériot, despite his lame foot, which had been badly scalded a fortnight previously, insisted on going to meet her. The following day they went to London, where at a luncheon at the Savoy Hotel, Lord Northcliffe presented the $5,000 prize to Blériot.

The aeroplane on which the flight was made was known as the Blériot monoplane No. XI. It is one of the smallest ever used in an important flight. The span from port to starboard of the wings is 25½ feet, and the surface measures 150 square feet. At the rear of the body is a horizontal tail plane six feet wide, with a surface of eighteen square feet. The weight, including driver and petrol for two hours, is 670 pounds. The next Blériot built, No. XII., was a much larger machine.

The time occupied by Blériot in crossing the Channel, a distance of twenty-one miles, was twenty-three minutes. Yesterday Curtiss travelled at an average of 54.18 miles an hour. At time he flew a mile a minute.

CURTISS'S CAREER IN AERONAUTICS

He Has Advanced Steadily in Recent Years, Winning Several Noteworthy Victories.

TAKING BENNETT TROPHY

Paulhan the Only Aviator Who Has Ever Beaten Him in the Matter of Distance.

Glenn H. Curtiss, by his successful and spectacular flight of 150 miles from Albany to this city, has jumped into the first rank of aviators. Ever since he won The Scientific American Cup on July 4, 1908, by flying more than a mile straightaway at Hammondsport, N. Y., the first time that such a distance was ever flown in America by a heavier-than-air machine, Curtiss has been a prominent figure in aviation.

He retained the cup in the following year by flying 29½ miles over the Hempstead Plains at Mineola, N. Y., in 52 minutes and 30 seconds in a much improved biplane of the same general type, and then added to his laurels by capturing the Bennett international aviation trophy at Rheims, France, on Aug. 28, 1909, by covering the prescribed distance, twice around the course, 12.42 miles, in 15 minutes 50 3-5 seconds, beating his closest competitor, Blériot, by 5 3-5 seconds.

Since that time Curtiss had done nothing up to yesterday's flight to add to his fame, his appearance at Governors Island during the Hudson-Fulton Celebration last October being a disappointment, while in the meet at Los Angeles in January he was distanced in all of the leading events by Paulhan, although he captured the prize for quickness of starting.

Only one man in the world now holds a long distance record superior to Curtiss's. That is the Frenchman Paulhan, whose flight of 185 miles from London to Manchester, in which he made only one stop, on April 17, stands as the world's record with a heavier-than-air machine. It is interesting to note that this achievement, which won for Paulhan the greatest prize ever offered in the annals of aeronautics, $50,000, given by The London Daily Mail, was also made by a biplane, a Farman machine.

Curtiss, like all the other successful aviators, is a young man, being only 32 years old. He was born at Hammondsport, N. Y., on May 21, 1878. He comes of hardy stock, his grandfather being a Methodist preacher, and he has been accustomed to hard work all his life. His home is in the great vineyard district of New York, and many of his early flights while experimenting with aeroplanes were made over and around the waters of Lake Keuka, famed for its grapes and wines.

Like many another man who has attained a high place in the world's affairs, Curtiss began life as soon as he was of a workable age as a newsboy. He is still remembered by his friends as a lad always ambitious in sport, particularly if there were any mechanical contrivances to be worked out that might add to his triumph. His ambition was to "arrive" in anything he undertook, and to do this he was not content to accept the suggestions of others, but sought to work out his own original ideas.

One of the stories told about him is that when about 10 or 11 years old he was very much perturbed over the fact that one of his chums owned a hand sled that always coasted down hill faster than his own. Curtiss set to work to construct a sled that would outdistance his rival's, and after weeks of quiet work had the satisfaction of leaving his rival far behind.

From sleds he turned his attention to bicycles.

"Why not attach a gasoline engine to it?" he asked one day, and immediately he went to work, using the model of an old gasoline engine to work on, and was soon able to amaze his neighbors by chugging through the country on his handmade machine. The fever of the motorcycle was right on him, and that early success led him to establish a bicycle shop which soon grew from a mere repair shop to a plant for the manufacture of motor cycles, and the success of the Improved Curtiss motor was what gave him his first real fame.

In 1907 he took one of his machines to Ormond, Fla. It was built solely for speed, for it was Curtiss's aim to go faster than any one else. The judges, greatly to the disappointment of the inventor, pronounced it a freak and not eligible with the orthodox machines. It was a big disappointment, but Curtiss announced that he would make an exhibition mile trial, and, to the amazement of the experts, he covered the distance in the remarkable time of 0:26 2-5, the fastest mile that had ever been traveled by a man.

From making motors for bicycles it was an easy step to try the construction of light gasoline motors for flying purposes. Capt. Thomas S. Baldwin was the first to see the possibilities of the Curtiss motor for balloon purposes, and at his suggestion Curtiss built one for Baldwin's dirigible airship. This was successful, and others were built.

Then followed the success of the Wright brothers with heavier-than-air machines and the craze for the heavier-than-air type abroad. Curtiss's little shop at Hammondsport became the headquarters for the aeronautical students of this country and aerial flight received its first big impetus, next to that given by the Wrights when Dr. Alexander Graham Bell, in November, 1907, organized his Aeronautic Experiment Association, and Curtiss was one of its six members.

The aeroplanes of the biplane type were built at Hammondsport under the auspices of the association before the advent of the June Bug, which became world renowned by its flight of a mile for The Scientific American Cup, on July 4, 1908.

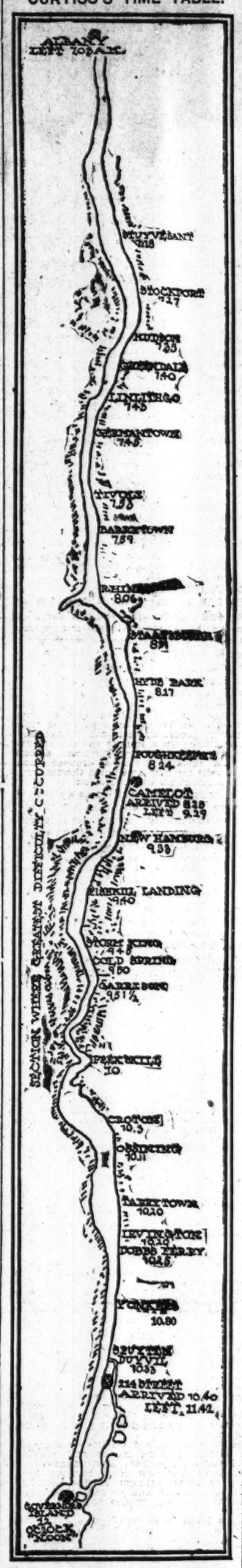
Meanwhile Curtiss had been learning a lot about flying and the making of light, compact motors. It was his motor that was used in the Silver Dart, which made such a sensation by its long flights at Baddeck, Nova Scotia, in the early Winter of 1908, at the home of Dr. Bell.

The success of this machine, in addition to the point blank refusal of the Wright brothers to compete for America in the first international aviation meet in France last fall, led the Aero Club of America, which was anxious to have a representative on the spot to look to Curtiss as its standard bearer. He built a new machine, weighing with the motor, barely 550 pounds, and more than amazed his friends not only by its pronounced success but by his own nerve and coolness as an aviator during his trial flights over the Hempstead Plains at Mineola last July.

Curtiss went to Europe, where he met successfully the greatest aggregation of aviators ever brought together. To the amazement and chagrin of the European flyers, Curtiss carried home with him the greatest prize of the meet, the Bennett aviation cup in addition to $5,000, which he won outright. Besides the victory he won the prize for the fastest time around the course of 10 kilometers, taking as his share of the money purses at Rheims, $8,000, which was enhanced by $7,000 more won a few weeks later in the big Italian meet at Brescia, Italy. It was during his flights at Brescia that he carried with him on a short flight the Italian dramatist, D'Annunzio, which experience caused D'Annunzio to say that he never knew what living was before.

Returning to New York late in September, 1909, for the aeroplane flights at Governors Island, Curtiss was presented with a gold medal by the Aero Club of America in recognition of his foreign victory.

CURTISS'S TIME TABLE.



FOUR GIRLS IN A RUNAWAY.

One Jumps Out and Is Badly Hurt—Horses Run a Mile.

A team of horses, attached to a coach in which four little girls were playing ran away in Quincy Street, Brooklyn, last evening and Florence Thompson, twelve years old, of 815 Quincy Street was thrown out. She received a possible fracture of the skull and other injuries.

The driver of the team, William De Witt of 160 Waverly Place, left the team unhitched in front of 827 Quincy Street, near Patchen Avenue, save that a front wheel was tied to a rear one by a strap. As soon as he disappeared the children entered the coach. Suddenly the horses started to run down Quincy Street. After two blocks the Thompson girl jumped out. She was unconscious when she was carried to the office of Dr. Vonderlah of 108 Reid Avenue.

After the Thompson girl jumped the coach door shut and the girls crouched on the floor screaming, but a lurch swung the door open again just in time for it to strike a tree and be wrenched off.

As the runaways crossed Nostrand Avenue Henry J. Harron, a candy manufacturer of 361 Greenwich Street, Manhattan, who was in an automobile, started in pursuit. He kept alongside the horses until at Franklin Avenue.

Harron drove his machine up beside one of the horses, and, reaching out, caught it by the bridle. He succeeded in stopping the horses just in time to prevent them dashing into a crowded Coney Island car. The badly frightened children were taken home.

NO BAIL FOR MME. GATIGNY.

Court Decides That the Former Miss Lunt Must Stay in Jail.

TOURS, May 29.—The court has refused to admit to bail Countess d'Aulby de Gatigny, who with her husband, was arrested last April at the instance of Mrs. Charles Hamilton Paine, formerly of Boston but now of Paris, on a charge of misrepresentation in connection with the sale of paintings.

Countess de Gatigny was formerly Miss Lunt of Boston, Mass.

Pinchot Here on the Arabic.

On board the steamship Arabic, which arrived at Quarantine last night and anchored there until this morning, was Gifford Pinchot, former Chief Forester of the Department of Agriculture, who has been on a visit to Europe.

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On Tuesday and Wednesday, May 31st and June 1st.

SILK DEPARTMENTS. *In Both Stores.*

"McCreery Silks"
Famous over half a Century.

Sale of Twenty-five Thousand yards of Rough Shantung Pongee. Entire assortment of this season's colors, also White, Natural Ecru, Jasper and Black. 27 inches wide. 50c per yard

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Colored Dress Poplin in various weaves and colors. 15c per yard value 25c.

French and Irish Dress Linen in short lengths. White and colors. 15c and 25c per yard

23rd Street *34th Street*

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On Tuesday and Wednesday, May 31st and June 1st.

FURNITURE DEP'TS. *In Both Stores.*

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About 350 pieces of French Willow, Reed and Rattan Furniture in a variety of models and shades, stained or enamelled.

Discontinued models of Bedroom Furniture of Satin Walnut, Maple and White Enamel.

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Unusual Sale.

Hand-made Slavian lace-trimmed Linens, with Russian Mosaic filling. The assortment consists of Tray Cloths, Scarfs, Tea Cloths and Centre Pieces. 3.00, 5.00, 7.50 and 10.00 value 5.00 to 22.00

Hemstitched Huckaback Towels with 2-inch embroidered initial. 4.50 per doz. usual price 5.75

RUG DEPARTMENTS. *In Both Stores.*

All Wool Mission Rugs in a complete assortment of colors. Size 6 x 9 ft. to 12 x 15 ft. 1.00 per sq. yd.

Mourzouk Porch Rugs at greatly reduced prices.

Sizes 4 ft. 6 in. x 7 ft. 6 in. to 10 ft. x 14 ft. 4.50 to 18.00 former price 6.50 to 24.50

Extra quality Seamless Wilton Velvet Rugs. Size 9 x 12 ft. 20.00 usual price 30.00

Extra quality Wilton Velvet Carpets in plain colors or figures. 1.00 per yd. usual price 1.30

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ALASKA AN EMPIRE IN NEED OF PEOPLE

Its Vast Mineral Wealth Only Waiting to Be Developed, Says Daniel Guggenheim.

RETARDED BY LEGISLATORS

Their Antagonistic Attitude Toward Corporations Much to Blame—Time for Government to Act.

Daniel Guggenheim, active head of the Morgan-Guggenheim Alaskan Syndicate, will sail for Europe on Wednesday on the Mauretania. Asked yesterday for an opinion as to whether the development of Alaska's vast resources would be retarded or advanced by the Federal investigations of the affairs of the territory, Mr. Guggenheim said:

"Alaska must ultimately benefit from these investigations for they have brought to the attention of the people of the United States, as nothing else could, that there is a great sleeping empire of enormous wealth at our very doors—an empire which this country acquired peacefully and which must and will be developed to the great benefit of the people of the United States.

"These government inquiries have educated the people as to Alaskan possibilities. Now it is time for the government to stop talking and do something which will give the people an opportunity to go to Alaska and take part in the work of the development.

"There has been a lot of talk about syndicate control of Alaska because a syndicate happens to be building a railroad there. But little in the way of railroad building has been accomplished as yet. If the people feel that the government should build the railroads in Alaska the government should go ahead and do so. Let the legislators make up their minds whether the government should build the railroads, or become a partner in the development by demanding royalties, or whether the Government should simply throw open the doors to private capital.

Time for Government to Act.

The thing to do is to stop talking and to act. To have large undeveloped quantities of gold, silver, lead, copper, tin, zinc, coal oil, etc., at our very door and to refuse to avail ourselves promptly of this proffered wealth is to hold the country back. Why should not this country take advantage of the Alaskan opportunity now?

"In an interview which Secretary of Agriculture Wilson gave out recently, he said 'Dig to Live.' I wondered at that time whether what he had in mind was from an agricultural standpoint only, or whether minerals might not be included. In any event, the expression was very forcible when we consider the enormous results that can be obtained from the inhabitants of a country like the United States, having the resources, if they will utilize them, by digging to live. This country produces now in minerals, upwards of a billion and a half of dollars annually.

"This billion and a half of mineral wealth does not take Alaska into account. If the statements furnished by our government's geologists that have been to Alaska are borne out, the amounts that we are now producing, without Alaska, by digging, will appear in comparison very small to that which will be accomplished when Alaska is developed.

"There have been many newspaper and magazine publications on the possibilities of Alaska, some of them even saying that its mineral wealth runs into trillions of dollars. Those figures are too great for commercial consideration, but I can say that it is well within the line of conservative estimate to promise for Alaska, that the work already done there should assure this country that hundreds of millions of undeveloped wealth only remain to be uncovered and brought here."

It was suggested to Mr. Guggenheim that while the popular appreciation of Alaska's undeveloped wealth was more or less in line with his own, yet there was a feeling that the country generally would not share in the benefits of Alaskan development unless there was restrictive legislation. To this he replied:

"Just remember that Alaska is not one man's land, or a set of men's land, but every man's land. It is an empire without a people and is waiting to be peopled. I would advise our husky and enterprising young men anxious to succeed, who are willing to work and have backbone and stamina, that they should go to the Magnetic North.

"It is true, though, that our country seems to be bent on legislation adverse to corporations, and if this is persisted in it will finally legislate them out of business. I cannot see how our exports can be increased materially, unless through large corporations having large means, enabling them to introduce the most economical methods, so that they can compete with the world.

"There is no country excepting America that does not welcome the capitalist who is willing to spend his money to develop it; in fact, he is not only welcomed and received with open arms, but large inducements are offered to him if he will take his money into outside countries and develop those countries. We surely need our resources developed, to increase our prosperity, and they can only be adequately developed provided the capitalist is willing to take the risk or unless the Government is willing to become paternal.

"I hardly think the American people are prepared for anything of this kind, because in that event each and every State in the Union would be making demands upon the Government to develop the resources of their respective States, and thereby create great jealousies between the States. America has been developed by enterprising people, and largely through corporations. Therefore they should be assisted, and not deterred from doing their work.

"If the sellers of any of our export products were to get together and decide upon a policy as to what should be done toward obtaining the highest possible price for their products, they would immediately get into conflict with our laws, whereas under the conditions obtaining in Europe the buyers, in buying from us, get the advantage by getting together and selecting some agent to make purchases for them. They wait until the stocks in the nands of the sellers accumulate, put off buying until the last possible moment, and then buy jointly through this agent, with whom there is an understanding.

"In the meantime our sellers, having no understanding, fall over each other trying to get rid of their products, and this is frequently done at ruinous prices. We therefore receive much less gold for our exports than we otherwise would, from which it readily can be seen that the foreign buyer has many advantages, and in this method he is not deterred by his Government; while the sellers under our laws are at a disadvantage.

"We must be brought to realize that the greatest amount of wealth that a country makes is not by trading with each other in one's own country—this only makes one man rich at home at the expense of another—but the great wealth of a country is made by selling something at a profit to others in another country, and the more we get for our exports the greater amount of new wealth for our country.

"Very little, in my judgment, can be said of advantage for the people of the United States by adopting onerous legislation against corporations or individuals that are willing to spend their money to dig or to manufacture, whether in agriculture or minerals or anythong else. We seem to be at a period of turning the clock back by radical legislation, while Germany is adopting the reverse policy, thereby rapidly putting that country in the front rank as the greatest commercial nation."

Mr. Guggenheim will be abroad for about four months.

If you have lost your appetite—are tired and weary—your nervous system is calling for help, you need SANATOGEN, the food tonic. At your druggist, or THE BAUER CHEMICAL CO., 26 Everett Bldg., New York City.

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STEPHEN M. HOKE announces the removal of his LAW OFFICE from 49 Wall St. to 280 Fifth Av. 'Phone 7351 Madison Square.

LAUDS McKINLEY IN PULPIT.

His Iron Will, Says Minister, Shown by Spanish War Policy.

President McKinley's attitude toward the Spanish-American war, as reflected in a personal conversation, was brought out in a patriotic sermon last night at the Washington Heights Methodist Episcopal Church by Dr. J. E. Price, who was in close touch with the President during his Administration.

"Ex-Secretary Cortelyou," said Dr. Price, "is right in referring to William McKinley as a man of Napoleonic will. At the same time he felt his way cautiously to the calm judgment of the American people, believing that to be the safe guide for the Chief Executive. As we rode away from the great auditorium at Ocean Grove, where the unexpected announcement of his Philippine policy had evoked tumultuous applause, he said, 'Now I know I am right as I have the people with me.'

"But he could set himself like a stone wall against an impulsive popular clamor, and on this same ride I said to him, 'Mr. President, it seems to me the severest ordeal to which you have been subjected was that notable sixty days in which the people were clamoring for war with Spain and you held back Congress from declaration of war until we were prepared for it.' He replied, 'Yes, and, what was of still more account, held back Congress from the declaration of war until the European powers were compelled to see that our motives for that war were moral and not material.'

"This utterance of the lamented McKinley is worthy of being placed beside the act of our Government in returning to China the $17,000,000 of the Boxer rebellion indemnity, both being significant of the high plane on which American diplomacy moves."

URGED TO GUARD THEIR HONOR

Dr. Rhees Delivers Baccalaureate Sermon at Columbia.

In the gymnasium on Morningside Heights the Rev. Rush Rhees, President of the University of Rochester, delivered yesterday afternoon the baccalaureate sermon to the Columbia University graduates of 1910.

Dr. Rhees dealt with the problem of how to get the most out of life. He deplored the materialistic tendencies of the time, declaring that men sell their honor "for pieces of silver." The preacher exhorted the graduates never to sacrifice their honor, which he declared is the "soul's chief treasure," nor to lose sight of the spirit of brotherhood which is "life's first social duty." Dr. Rhees said:

Recent experience has given abundant evidence of the readiness with which men have sacrificed for gain their honor. Honor is the spirit's supreme treasure. Men have fought for it, have borne want and hardship for it, poets have sung of it, chivalry is the expression of it. It is the man's bow of respect to himself, his measure of love for the highest in his own soul.

The old sages taught, "A good name is rather to be chosen than great riches." The Master exalted it when He asked, "What shall it profit a man if he gain the whole world and lose—himself!" The tricks of trade, the juggling with simple honesty, the play upon others' weaknesses, or passions, or vices, for the sake of gain are many voices shouting from our housetops that men sell their honor for pieces of silver.

The sacrifice which men make for gain is Esau's sacrifice, who sold his birthright for a mess of pottage. The man who is so bent on gain that he will sacrifice honor and brotherhood—his life's first social duty—for it; that man has sold his birthright and has fallen down to worship the Golden Image with feet of clay which each generation finds set up for its seduction and oppression.

GARMENT WORKERS TO STRIKE

Twofold Object of Raising Wages and Getting Delinquents in the Union.

The International Women's Garment Workers announced yesterday that preparations are being made to hold a convention either in this city or Boston, early in June, to prepare for a national strike for a minimum wage scale and recognition of the union. The largest organization in the International Women's Garment Workers is the Brotherhood of Cloakmakers, which has locals in the principal cities and up to two years ago had a strike every year. The cloakmakers says they will strike this year without a doubt.

The non-union workers, it is said, will strike with the union workers. After a strike it appears many fall behind in the payment of their dues and drop out of these unions. Then the wages go down in the dull season, the leaders say, and the only way they can be raised when trade gets brisk again is by a strike. The delinquent members join the union again when the strike is called.

Abraham Miller, general organizer of the Neckwear Makers Union, whose 6,000 members struck last year for higher wages and a union agreement, reported yesterday that his union is preparing for another strike.

SAW BURGLARS IN SCHOOL.

Policeman Chases Them and Arrests Youth as One of the Gang.

Policeman Haffner of the Hamburg Avenue Station, Williamsburg, saw lights last evening in Public School 106, at Hamburg and Putnam Avenues. On investigating, he found a window had been pried open.

Hearing his approach inside the intruders ran to the yard, followed by Haffner, who saw them vaulting the fences to the street. He pursued the fugitives to Irving Park, where he lost track of them, but later arrested John Horan, 16 years old, of 242 Woodbine Street, whom he recognied as one of them.

An investigation in the school showed that the stock room had been ransacked and plunder gathered together, while the desks of teachers had also been broken open. Horan declined to tell who his pals were. He was held for burglary in the Manhatan Avenue Court by Magistrate Higginbotham.

MRS. CLEVELAND HOME.

After a Year Abroad, Where the Children Were in School.

Mrs. Grover Cleveland and her children, the Misses Esther and Marion Cleveland, and Richard Folsom and Francis Grover Cleveland, arrived from abroad yesterday on the North German Lloyd Line steamship George Washington. They were met by President Finlay of City College and Dr. Joseph G. Bryant.

Mrs. Cleveland said they had been away nearly a year, in order to allow the children to attend school at Lausanne. The French language, she said, was becoming more important, and she wanted the children to learn it. So she took them to France to study.

E. C. Benedict's yacht Oneida was waiting off the pier when the George Washington came alongside her pier. After the examination of the Cleveland baggage the family boarded the yacht, going direct to Greenwich, Conn. From there they are going to their Summer home in New Hampshire.

TRIED TO ROB A DETECTIVE.

Driver Who Thought Him Intoxicated Held on Two Charges.

Because Fred Mann, a driver of 317 West Thirtieth street, failed to recognize two detectives in West Thirtieth street Saturday night he was held in $1,000 bail for robbing a policeman and in $500 for carrying a concealed weapon by Magistrate O'Connor, presiding in the West Side Court.

Detectives John J. Thorpe and Archibald J. Wood of the West Thirty-seventh street station, simulating intoxication, were sitting on the curbstone when Mann with some companions came out of a dance hall and, believing the pair helpless, the detectives said, Mann abstracted Thorpe's scarfpin.

Wood seized the young man and the latter reached for his pocket. A quick frisking of the coat pocket disclosed a revolver fully loaded. The pin was found later where Mann had been standing.

FOUR MEET DEATH IN CHINATOWN FIRE

Five Injured as Flames Drive 200 Tenants from Doyers Street Tenement.

CHIEF CROKER IN CHARGE

Victims Are Overcome in the Dark Halls or Hurt Leaping from Roof to Adjoining Building.

Chinatown was dropping off to sleep at break of day yesterday when a fire began in the six-story tenement house 15 and 17 Doyers Street. The 200 tenants awakened in the little rooms with which the house is honeycombed, went wild with terror and it needed the utmost efforts of Capt. Hodgins and the reserves of the Elizabeth Street Police Station to drive them out into the street.

As it was, three were burned to death of suffocated and a fourth died yesterday afternoon from his injuries. Three other Chinamen, one white woman, and one colored woman, also were injured.

The dead are:

CHU SING, laborer, married; suffocated.
HUM MON AET, laundryman, single; burned.
HEM SUK, laborer, single; died in Hudson Street Hospital of a fractured pelvis.
LEW HOCK WEN, laborer, married; burned.

Those injured were:

EMERSON, Mrs. MARY, colored, janitress; burns and fractured left arm.
NEARY, ELIZABETH, cleaner; burns on head and face.
HOM HING, laundryman; fractured left ankle, contusions of back.
HOM YOH; fractured left ribs.
HUM LEE, musician; burns on side and face.

At 4:30 o'clock, after the last game of fan-tan had been finished and opium joints had decided it was not worth while looking for any more customers, the fire was discovered on the second floor of the building, on which was situated Wing Far Low's restaurant.

Patrolman Sullivan saw flames burst from one of the windows, and at once turned in an alarm. It is supposed that a pan of grease upset in the kitchen and caught fire. In a minute the old structure was ablaze. A few Chinamen, asleep in the restaurant, were aroused, and their yells for help awakened the tenants. In a moment all was confusion.

The house was constructed as a tin-plate factory and was well built, but it was dry as matchwood. It had been divided into narrow, dark, tortuous passages, lined with little cubbyholes of rooms. In their alarm the Chinamen missed their way in the hallways, and ,loath to leave their possessions, ran hither and thither, screaming and chattering, too confused to save themselves.

Patrolmen Young and Judge, both of whom know something of Chinese dialects, burst their way through the Midnight Rescue Mission hall and the Chinese Social Club, which occupy the ground floor, and made their way upstairs. They were joined by Policemen Sullivan, Kauffman and Noll, and partly by explanations and still more by force made the Chinese understand that they must get out as quickly as possible.

A second alarm brought Chief Croker, and Capt. Hodgins was also on the scene, coatless and collarless in his haste. Reserves were poured into Chinatown from the Oak and Eldredge stations to keep in order the excited Chinamen of the neighboring houses.

The flames made it difficult for the firemen to get the high pressure hydrants to work, but when the pipes were finally laid the fire was extinguished in 20 minutes.

Long before that however, the police had managed to shove or drag the tenants from the building. Fortunately the floors held and they were able to drive a number of the Chinamen up to the roof. Four of them, Hom Suk, Con Yoh, Sam Lee and Way Yah, fought hard to rush back to save some of their belongings, but the police forced them to save themselves.

Next door to the burning house is the Mandarin building, 11 and 13 Doyers Street, in which are the Arcade and Shanghai Gardens and restaurant, the newest attractions in Chinatown. On the roof of this Patrolmen McDonald, Hlavac, and Gleason stood and caught the Chinamen as they jumped to it. It is about fifteen feet lower than the other house and the men and women who were injured received their hurts in this way.

Patrolman Sullivan's escape from the third floor of the tenement house was cut off and he was obliged to clamber down the fire escape to the restaurant landing and drop to the sidewalk. Hinh Hom, an aged laundryman, was found on the third floor crouching in a corner, dazed with terror. Patrolman Noll dragged him to the fire escape and pushed him down the ladder.

Hum Mon Aet lost his life by stopping to snatch up some money and jewelry. His room mate, Tom Her, managed to get away, but saw Hum hanging back to pack up his belongings. He turned to run just too late, and his body was found, partially burned, in the doorway of his room.

Low Hock Wen was incinerated. His remains were identified by his nephew, Lo Nem On of 18 Pell Street, who wept for an hour over them, exclaiming in English, "Dear uncle."

Mrs. Emerson was the colored janitress of the building and slept on the top floor. She is a well-known character in Chinatown, having lived there for twenty years, and is regarded as an authority on the devious ways of its inhabitants. She told the police that only on Saturday night had she sent her grandchild back to her home in Forty-seventh Street after a visit of a fortnight.

She is slightly deaf and was awakened only by the inpouring of the smoke. She rushed to the roof and broke her arm in jumping to the Mandarin building. Like all the injured she was attended by Mrs. Zimmerman and Spaulding and taken to the Hudson Street Hospital.

Thomas Hardy, caretaker of the Midnight Rescue Mission's rooms, was asleep in a chair. The police aroused him, and he saved some of his furniture.

It was not till 8 o'clock that Chief Croker would allow his men to enter the building to search for bodies. The damage to the tenement house, which is owned by Jastrow Alexander of 110 Water Street and ex-Deputy Sheriff Max Porges, is estimated at $60,000. The damage to the Mandarin building was slight.

A small fire occurred on Saturday night on the roof of the Mandarin building. At about 5:30 o'clock Mrs. Emerson's parrot was heard screaming, and the cornice was found to be afire. It was extinguished promptly.

After the fire Mee Lang, a Chinese restaurant keeper, reported to the police that his safe had been found open in the gutter, rifled of $2,500. He said that the door of his restaurant on the second floor, had been smashed in

Another tenant reported the loss of $1,000 from his room on the fourth floor.

BURNED ON THE THIRD RAIL.

Young Man Fell from Elevated Platform, Barely Escaping a Train.

Percy Cosgrove, 19 years old, of 56 Somers Street, Brooklyn, became dizzy on the Chauncey Street station of the Broadway elevated yesterday and fell to the eastbound tracks as a train was approaching.

Motorman Albert E. Steele was in charge of the train and while he was stopping it Cosgrove rolled over on the third rail, where he was badly burned all over his body.

Several trainhands and station employes rushed to his aid. He was taken to the Bushwick Hospital, where his condition was pronounced critical.

Forty Weapon-Carriers Fined.

Detectives attached to the Italian Squad arraigned forty men of that nationality before Magistrate Corrigan in the Tombs Court yesterday morning for carrying concealed weapons. They were arrested in the Italian sections of the city. Quite a collection of revolvers, knives, razors, and stilettos were shown to the Magistrate, who fined the prisoners for carrying them.

DENY ROOSEVELT PLOT.

Reception Committeeman Tells Why Parade Was Limited to Members.

All the members of the Roosevelt Reception Committee who were in town yesterday refuted the talk of Col. A. P. Moore, editor of The Pittsburg Leader, that the arrangements for the affair were the result of a plot to make the occasion as unimportant as possible and thereby injure the ex-President.

One of the members of the Executive Committee of Mayor Gaynor's committee said:

"The whole thing is a physical proposition. We at first thought that it would be possible to have a mammoth parade, but the applications for places came in so fast that we found it would be absolutely impossible to have a big parade. It would take at least twenty-four hours for the passing of a parade made up as we first intended. We then adopted the present plan.

"It seems to me that Col. Moore's objection that the people will not see Col. Roosevelt is not well founded. I believe that more people will get a chance to see him if he drives through the line than if they had to crowd about a single reviewing stand."

Lewis Nixon, who has charge of the arrangements in Battery Park, where Col. Roosevelt will be officially welcomed by Mayor Gaynor, has decided to provide a private box for Mrs. Roosevelt and twenty of her personal guests. Returning with Col. and Mrs. Roosevelt on the Kaiserin Auguste Victoria are Miss Ethel Roosevelt, Kermit Roosevelt, Mrs. Nicholas Longworth, and Mrs. E. R. Merritt, a cousin.

BOY BEATEN BY A GANG.

Leader Confesses—Victim Delays Trip Abroad to Prosecute.

"A man who admits attacking another man and cutting his head open without provocation, as you have done," said Magistrate O'Connor in West Side Court yesterday morning to Edward Mitchell of 437 West Thirty-fifth Street, "deserves the severest punishment. I will hold you for trial in $2,000 bail. And as for you, Krist," turning to the complainant, "I will hold you in $100 bail as a witness, as I understand you intend leaving the country on Wednesday."

Krist later furnished the bail and was released, while Mitchell was locked up.

Krist and another lad were pushing a small cart along Ninth Avenue, near Forty-seventh Street, on Saturday, when Mitchell with a dozen men, without the slightest provocation closed in on the two lads. Krist was beaten unconscious with a blow from a bottle by Mitchell. Lieut. Scobel, who had witnessed the attack, chased the gang and caught Mitchell.

Krist, who lives at 400 West Forty-third Street, expected to visit his home in Austria, sailing on Wednesday next. He asked that charges of disorderly conduct be preferred against Mitchell, that he might get away, but the Magistrate refused to do as he wished.

FOUND SON AFTER 16 YEARS.

Nathan Fish Turns Up in Baltimore—Was Lost in Russia.

Mrs. Frida Droder of 130 Stuyvesant Avenue, Brooklyn, was an unhappy woman yesterday when a week's reunion with her eldest son after a separation of sixteen years was ended. When she left Russia to come to America she gave the custody of two sons to a sister. Ten years ago she sent for her eldest son, Nathan Fish, to come to this country, but the troublesome times in Russia came and mother and son lost all trace of each other. Six months ago Nathan began a search himself, writing to the Postmaster first in Brooklyn. He arrived here from Russia in November, last year, going to Baltimore to live. His letter to the Postmaster did not meet with any success, but a Brooklynite visiting Baltimore gave him the clew to her whereabouts. The visitor knew a Mrs. Droder in Brooklyn, and Fish wrote to her and found she was his mother. She had married since she left Russia and had another family to look after. Fish obtained a week's leave from his employment and went to Brooklyn, spending a week at his mother's home. He departed yesterday, and accompanying him to the train was his mother, his stepfather, a step-brother, and a stepsister. Through this reunion the mother learned the whereabouts of her other son in Russia.

1,500 HORSES PARADE TO-DAY.

Four Prizes in Each of Sixty Classes in Fourth Annual Event.

The fourth annual parade of work horses will be held to-day. It will start at 10:15 from Washington Arch, and will proceed up Fifth Avenue. The parade is under the management of the auxiliary of the Society for the Prevention of Cruelty to Animals.

More than 1,500 horses will be in the parade, which will be divided into sixty classes and will be six miles long. There will be four prizes in each class, and 150 judges will award the prizes at the reviewing stand at Madison Square. A member of the auxiliary said yesterday:

"This is not a rich man's show. The owner of one horse has as good a chance as the owner of many. New harness or a new wagon counts for nothing. Any horse with tail docked or that is sick, lame, thin, galled, out of condition, or otherwise unfit for work, will be excluded from the parade. Many a good horse has failed to receive a prize in former years because his collar was too large or too small or through some other defect in the harness.

"Throat latches too tight and inside reins too long are other common defects. Harness that is light, but strong enough to do the work required, is preferred to heavy harness. New harness and new vehicles are not prohibited, but we have asked exhibitors not to use them, as this is an exhibition of horses, not wagons.

"Horses must be shown in the same manner in which they are regularly worked in all respects, including vehicle, harness, and number of horses in a team. A horse regularly worked in a team cannot be entered as a single horse.

"The old horse class is made up of horses in active service, that have been used and owned by the person making the entry or by his predecessor in the business, for not less than ten years. Mere age does not entitle a horse to a prize. The winners must look well fed, sleek, and comfortable."

DIED FROM EATING CLAMS.

Coroner Regards Case as Unusual and Orders an Autopsy.

Julius Van Hollndt of Mamaroneck-on-the-Sound died yesterday in the New Rochelle Hospital from eating clams. The case was so unusual that Coroner Boedicker of Mount Vernon ordered an autopsy.

Van Hollndt visited New Rochelle, and ate heartily of large clams in a restaurant. When he boarded a trolley car for his home he became suddenly ill, and had to be removed to the hospital.

It was the first case of its kind that has come to the attention of the Coroner.

SEIDEL NAMED FOR SENATOR.

But Wisconsin Socialists Also Demand that Senate Be Abolished.

MILWAUKEE, Wis., May 29.—W. A. Jacobs of Racine was selected to-night as the standard bearer of the Social Democratic Party in the contest for Governor next Fall, at the closing session of the State Convention. Emil Seidel, Mayor of Milwaukee, was nominated for United States Senator.

Resolutions were adopted favoring the abolition of the United States Senate; publication of school books by the State; conservation of natural resources, public ownership of mines, and severe punishment of white slave traffickers.

Laundrymen to Strike in Brooklyn.

The east side laundry strike will be extended to Brooklyn this week. This announcement was made yesterday by the leaders of the strike. Some of the east side employers are talking of raising rates.

REINDEER TO SAVE LABRADOR'S FUTURE

Success of Dr. Grenfell's Experiment in Importing Them from Lapland Promises Well.

HERD LARGELY INCREASED

May Replace the Savage Sledge Dog, Which Now Makes Impossible the Keeping of Domestic Animals.

Special to The New York Times.

ST. JOHN'S, N. F., May 29.—The introduction of real Santa Claus reindeer from Lapland into Labrador seems to have proved a great success. The herd of 300 deer imported with their drivers by Dr. Wilfrid Grenfell has increased wonderfully the last Winter, and if aid is given by the Government, as is expected, a new industry will have been instituted, and the settlers in Labrador and Northern Newfoundland will be rescued from the starvation fate which threatened them as a result of the rapid extermination of the harp seal.

The trouble always has been that it has been impossible to keep domestic animals in the northern country on account of the dogs. The reindeer, if it take the place of the dog as a draught animal, will also supply milk and meat, clothes and bedding for the inhabitants.

D. W. Prowse, Newfoundland's historian, has called attention to this phase of Dr. Grenfell's labors for the northern settlers in a letter in which he also includes the missionary's own views on the work. He says:

"Of all the services rendered to this country by Dr. Grenfell the most philanthropic, first, was his giving up a wonderfully lucrative practice in London to work up along; second, was his introduction of reindeer with their Lapp drivers into Labrador and Northern Newfoundland. It is expected that the reindeer will take the place of the seal, which has been all but exterminated."

Efforts to domesticate the native caribou have never been successful, but as the reindeer have been permitted to run loose, it is believed and hoped that they will interbreed, with the result that a larger and hardier animal will be produced.

The success of the experiment means hope for the natives even if the Government takes no action to preserve the now almost exterminated seal, and, Mr. Prowse says, "it calls for a Government grant to import more deer."

But there is one consideration which should be insisted upon, the historian says, and that is that no dogs be permitted to run loose. He says:

"The Labrador dogs are as savage as a wolf. They have been known to kill a whole flock of sheep simply through wanton lust for slaughter. None of the sheep was eaten. Every season some poor settler or Eskimo is killed by these murderous brutes.

"So savage are the dogs that it has been impossible to keep any kind of domestic animal. Cows, goats, chickens, sheep, swine, even horses are dragged down and killed. One child was almost eaten alive by the brutes. It was saved by its mother, who was herself terribly chewed up. Both were taken to the mission at Battle Harbor, where they were cured after many months."

In a letter received by Mr. Prowse from Dr. Grenfell, the latter said regarding his experiments in the introduction of the reindeer:

"We have conquered the ice and the opposition of the North Atlantic and forced its reluctant waters to pay us a handsome annual tribute of cod, halibut, salmon, herring, seals and whales. But the land, from which man generally first exacts payment, has yet yielded nothing.

"It does, however, seem that if man can't transform these hundreds of thousands of unoccupied acres into pasture lands for ordinary cattle he can reverse the process and transform the cattle into extraordinary ones to meet the possibilities of the country.

"To us, struggling with the conditions obtaining here, the endless quantity of nutritious mosses available all Winter, the varied edible herbs and grasses, pointed unmistakably to a repetition of the successful reindeer experiment in Alaska.

"Peary has shown that deer of a similar character flourish in the extreme limits of this earth, and exist even under the polar night of North Grant Land. His are deer and not musk-ox, and the adaptation of their white coats to their environment, like that of the bear, hare, partridge, and most polar animals, tends to show the long period they have survived there and the adaptive faculties the reindeer possess.

"Our own experiment began three years ago with a shipment of 300 deer and three Lapp families from Alten Fyorde, in Lapland, north of the North Cape.

"The deer got but a cold reception. They were landed on and scattered over the frozen sea surface, but they all found their way to land by aid of deer with bells on being posted at distances along the land.

"It had been a mild Fall, followed by a sharp December without snow, and the poor beasts, after their long sea voyage across the Atlantic in the dead of Winter, found the moss buried in sheet ice, known here as 'glitter.' Everything seemed against them.

"There is room in Labrador for feeding easily 8,000,000 or more reindeer, enabling it to export hundreds of thousands of skins and carcasses annually, while the help to other branches of industry, like pulp producing, mining, fisheries, etc., that the presence of this herd and of this population would be is self-apparent."

CLOUDS HIDE THE COMET.

No Glimpse of the Wanderer Obtained Last Night.

	To-day.	To-morrow.
Sun sets	7:19	7:20
Comet sets	11:13	11:10

The sky was too hazy last night to make a view of the comet possible. Except for a small space directly overhead, where a few stars could be seen, the heavens were overcast, and the clouds were the thickest where the comet should have appeared.

An observer was stationed on the tower of the Times Building, but his vigil was unrewarded.

FLAGSTAFF, Ariz., May 29.—Dr. Percival Lowell, head of Lowell Observatory here, issued a statement to-night in which he said spectrograms of Halley's comet have produced conclusive evidence against previous conceptions as to the composition of the comet's tail. "Cyanogen in the tail is weak," the statement says, "and extends but a short distance. Hydrocarbons ditto. There is no hydrocarbon emission visible anywhere. The main body of the tail is formed of unidentified constituents and some reflected light.

"There are cyanogen, hydrocarbon, and still other unidentified emissive constituents in the head of the comet. The head emission is strong, where the tail is weak and vice versa.

"The spectrum series were extensive. Photographs were taken almost continuously with the forty-inch reflector and other instruments.

"The aspect of the nucleus of the comet was variable. There were six stringing spokes visible May 24. These appeared elongated May 29. Only diffuse condensation was shown May 28. No division was seen or photographed. Fifty degrees of the tail were visible May 28."

HURT IN A BRONX RUNAWAY.

Carriage Upset and Three Thrown Out —Caught After Long Chase.

A spirited horse attached to a light runabout in which were three young men ran away at 131st Street and Third Avenue late yesterday afternoon. The young men were thrown out, and one, Frank Lamanna of 705 Worth Street, was severely injured.

William Melligan, a youth of 327 West Forty-second Street, pursued the horse to 157th Street, where the rig grazed the rear wheel of another vehicle, containing three women, and an upset was narrowly averted. The horse continued to 164th Street and Washington Avenue, where Melligan overtook it and seized the animal by the bridle. He threw it to the ground and sat upon its head until several policemen arrived.

Lamanna was taken to the Lebanon Hospital, and after his injuries were at-

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SUMMER NECKWEAR; LIGHT-WEIGHT UNDERWEAR, HOSIERY, PAJAMAS, BATH ROBES AND BATHING SUITS; LEATHER BELTS, AUTOMOBILE COATS, DUSTERS, CAPS, GOGGLES, ETC.

AN INTERESTING OFFERING FOR TUESDAY, WILL CONSIST OF

MEN'S SILK FOUR-IN-HAND SCARFS AND TIES,

AT $2.00 PER HALF DOZEN 35c. EACH

BLANKETS, COMFORTABLES, BEDSPREADS, MUSLIN SHEETS AND PILLOW CASES

FOR TUESDAY, AT THE FOLLOWING VERY LOW PRICES:

BLANKETS . . . . PER PAIR, $3.00 & 4.00
COMFORTABLES . . . . . EACH, $1.75
CROCHET BEDSPREADS . . . EACH, 95c. & $1.25
BEDSPREADS, SATIN FINISH . . . EACH, $2.25
MUSLIN SHEETS . . . EACH, 72c. TO $1.10
MUSLIN PILLOW CASES . . EACH, 19c. TO 28c.

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WHERE THIRD AVE. ASSETS GOT LOST

Knowing Route of Mystifying Bond Sale Proceeds Stockholders Know What Wiped Stock Out.

NO BENEFIT TO THE LINE

Millions to Overpaid Subsidiary Lines, More to Metropolitan System in Strange Financing Method.

Facts brought out by the Public Service Commission at last week's hearings on the Third Avenue reorganization plan, for which the testimony of Accountant Marvyn Scudder concerning the disposition made of the proceeds of the $37,560,000 of bonds which the Third Avenue Railroad Company issued in 1900 in connection with its lease to the Metropolitan Street Railway forms the basis, clear up many of the questions which have previously mystified the students of the traction problem.

The Reorganization Committee, which is behind the plan now before the Public Service Commission, is composed of the holders of these bonds, and went on record through its counsel, William D. Guthrie, in opposition to the inquiry proposed by the commission through Mr. Scudder. In summary, the findings of Mr. Scudder indicate that at least $14,000,000 of the proceeds of the mortgage went for purposes foreign to the purposes for which the mortgage was issued or else for purposes which do not appear from Mr. Scudder's investigation into the books and records of the Third Avenue and its subsidiary companies. This figure is reached without reference to the fact that $9,000,000 more of the bonds went to take up notes issued originally for the purchase of the stock of the Union Railway and other subsidiaries of the Third Avenue, much of which is now either wiped out or in process of being wiped out by the foreclosure of bond issues on the subsidiary roads.

These figures have been received with great interest by the representatives of the stockholders of the Third Avenue Road, whose principal investment was wiped out by the foreclosure sale under which the bondholders acquired the property. The $16,000,000 of stock received substantial dividends and sold as high as $200 a share prior to 1900. Under the lease made at that time, in which the $37,000,000 bond issue was placed on the property, the stock was guaranteed a dividend beginning at 4 per cent. in 1904, reaching 6 per cent. in 1906, and eventually to become 7 per cent. in 1910. Naturally the stockholders had been interested in discovering how the property has been so depleted that their holdings represented when the foreclosure sale came around, no equity whatever either of assets or of earnings.

Mr. Scudder's analysis of the bond issue offers in large part an answer to these inquiries. It appeared that the $35,000,000, in round figures, received from the bonds was divided into two principal funds, one of $23,169,397, deposited with the Morton Trust Company to take up prior indebtedness of the Third Avenue Road, and the other of $11,494,170, placed in the Morton Trust Company to the account of the Metropolitan Street Railway as Trustee, to be used as a construction account for the subsidiary companies of the Third Avenue Railroad.

With respect to the first one of these items, it developed that $9,951,247 went to take up securities of subsidiary companies which had been purchased by means of notes of the Third Avenue Railroad Company at prices far above the market values. For instance, 19,000 shares of the stock of the Union Railway were bought on March 21, 1898, at $227.25 a share, involving a total expenditure of $4,808,554, when the market price ranged between $190 and $200 a share. Inasmuch as this stock of the Union Railway is now wiped out, the bonds issued to take it up represent no earning capacity contributed to the Third Avenue Railroad, and hence are a drag upon the earnings of that system for whatever interest may be paid upon them.

Taking, however, the excess price on the Union Railway stock above the market at the time that it was bought, it appears that $674,000 was paid for this stock in excess of the market price, and hence is represented by bonds that never could have been issued for value, even assuming that the shares of the Union Railway were worth their market price at the time they were bought. Similarly, 11,487 shares of the Dry Dock Railway were bought at $200 a share in September, 1907, when the market price ranged between $160 and $170 a share, and the excess paid for this stock runs into an item of $431,000. There was also an item of $546,077 unpaid interest on the notes which had been issued for the acquisition of these and the other stocks in subsidiary companies, which was funded into the mortgage of 1900.

Notes of No Record Taken Up.

Out of the same $23,000,00 placed with the Morton Trust Company there were also taken up $5,903,666 of notes concerning the original issue of which Mr. Scudder could not get information from his examination of the books, records, and papers of the Third Avenue, its subsidiaries, and the Metropolitan Street Railway, to which he was able to obtain access. A single transfer represented the turning over of $240,000 into the operating cash of the Metropolitan Street Railway, according to Mr. Scudder's report.

Affecting the Reorganization.

The item of $11,424,170 placed with the Morton Trust Company as a construction account to be expended by the Metropolitan Street Railway on the subsidiary companies of the Third Avenue represents that specific part of the proceeds of this mortgage concerning which Receiver Whitridge has remarked that he could not find evidenceof the expenditure of any such amount on the road. Mr. Scudder's investigation furnished considerable foundation for this assertion of Receiver Whitridge. It appeared, among other things, that $4,692,750 of this money went to the Union Railway, and was charged into operating cash, while $1,423,938 went to the Metropolitan Street Railway direct, there to be similarly entered on the books.

In addition, there was an item of $1,185,750 placed with the Third Avenue Railway, as a special construction account for the Union Railway and expended from time to time in the year subsequent to the making of the lease of 1900 for purposes which left no trace on the books of the Union Railway. An item of $900,000 miscellaneous charges, including upward of $300,000 lawyers' fees, also explain where the better part of another $1,000,000 of the bonds went to. In addition to these lawyers' fees, $200,000 more was paid to the law firm of Hoadley, Lauterbach & Johnson for legal expenses antedating 1900.

By casting up the items thus enumerated, which represent in the aggregate upward of $14,000,000 of the Third Avenue's bonded debt, the stockholders of the road have been able to come to a more distinct idea than ever before as to how it happened that their stock was wiped out completely both as to assets and as to earnings in the seven years between the issuance of these bonds and the receivership of the surface lines. The Public Service Commission is understood to consider this evidence as of considerable importance in passing upon the securities proposed to be issued under the reorganization plan of the Third Avenue Railroad.

GIRL FEARS HER LIFE.

Has Married Man Arrested for Threatening to Shoot Her.

Special to The New York Times.

MIDDLETOWN, N. Y., May 29.—Joseph Healey, a lithographer of New York, was arrested here to-day on complaint of Miss Elizabeth Zieres of this city, who said he had threatened to shoot her.

According to Miss Zieres, Healey came here from New York and passed himself off as a single man. After he returned to New York, she says, he wrote letters begging her to follow him, and when she refused he said she had ruined his life and that he was coming to Middletown to get revenge. He came here and was picked up by the police.

He said he told Miss Zieres he was married and that she promised to go to New York and meet him. He denied threatening to kill her, and on promising to keep away from her was discharged.

MacVEAGH COMING TO INSPECT

Secretary of Treasury Will Visit Custom House and Appraiser's StoresHere

WASHINGTON, May 29.—Secretary of the Treasury MacVeagh expects to spend several days visiting the Appraiser's Stores and the Custom House in New York City the present week. For some time a committee of special agents has been investigating conditions at the Appraiser's Stores with a view to the general improvement of personnel and efficiency.

A visit will enable the Secretary to ascertain the methods employed and what has been accomplished. The committee will be sent to other ports when the investigation at New York has been completed. The Secretary will leave Washington Tuesday, and hopes to be able to return Friday.

GANG BULLET HITS A GIRL.

Shots Exchanged in a Corner Brawl Wound Rachel Roopin.

The feud between the Johnnie Spanish gang and another band of rowdies on the lower east side resulted last night in the shooting of little Rachel Roopin, fourteen years old, who lived with her parents at 24 Forsyth Street. Rachel is now in Gouverneur Hospital with a bullet wound in her abdomen. She will probably die.

Rachel was standing in Forsyth Street near Grand about 10:20 o'clock when a fight started on the corner.

Two men of a bickering group drew revolvers and several shots were fired, one of which struck the little girl and she fell. At once the wrangling crowd scattered and ran in all directions.

Policeman Griffin of the Eldridge Street Station caught Max Hass, 25 years old, of 265 Madison Street. At the police station it was found that Hass was wounded in the hand.

The first clash between members of the Johnnie Spanish gang and the yet unnamed gang that is fighting it took place last Wednesday night at Norfolk and Hester Streets, when Charles Manheim was paralyzed by a bullet which entered his spine. He would not tell who shot him, but Meyer Manashewitz of 7 East 122d Street was arrested, charged with the crime.

JAPANESE CHEER MacCRACKEN

He Tells Them He Will Visit Japan When He Leaves University.

The announcement made by Henry MacCracken, Chancellor of New York University, that upon his completion of fifty years as a teacher next year he was going to retire and visit Japan, was greeted with cheers last night by the Japanese assembled at the annual meeting of the Japanese Mutual Aid Society in Carnegie Lyceum.

The society has about 800 members enrolled, about 200 of whom were present.

The meeting was in charge of Dr. Takami, the President, who made the opening address in Japanese. Jiro Abratani read the business report and Masatoshi Fuko Fukutomi the financial report. Other addresses were made by Dr. MacCracken, Dr. Josiah Strong, the Rev. Naoomi Tamuri of Tokio, and Bishop Yoichi Honda of Tokio

Consul General Midzuno was to have made an address and he was present, but a letter was read from the platform telling the audience that the Consul's physician had forbidden him to speak because of a sore throat. By a curious coincidence, this physician is also the President of the Japanese Mutual Aid Society.

GRANT URGED QUICK ACTION.

Two Letters to His Generals Show His Concern About the Enemy.

Two important civil war letters of Gen U. S. Grant will be sold at Anderson's this week. One is written in lead pencil and addressed to Major Gen. Meade. It reads:

Would not the trains be in a better condition, and nearer the troops if they were west of the Vaughn road, and between here and Hatchers Run, than where they are? Do you know of any troops between where my headquarters are and Stony Creek Station? I have but about 40 men at headquarters, and half of them are orderlies. I have just been thinking it a limited protection if the enemy should have any enterprising scouts about.

At the time this letter was written Grant's headquarters were at Dabney's Mills, near Hatcher's Run, and he would have been in a precarious position if any of the enemy had become aware of the weakness of his defense. As it happened, a small force of Confederates were actually between him and Stony Creek, on the Boydton Road.

The second letter is dated City Point, Va., Dec. 11, 1864, and is addressed to Major Gen. Thomas at Nashville, Tenn. Grant writes:

If you delay attack longer the mortifying spectacle will be witnessed of a rebel army moving for the Ohio River, and you will be forced to act, accepting such weather as you find. Let there be no further delay. Hood cannot even stand a drawn battle, so far from his supplies of ordnance stores. If he retreats, and you follow, he must lose his material, and much of his army. I am in hopes of receiving a despatch from you to-day announcing that you have moved. Delay no longer for weather or reinforcements.

This letter was the last of a long series to Gen. Thomas, urging him to attack Gen. Hood. Gen. Grant then sent Gen. Logan to relieve Gen. Thomas, in case he did not move against the enemy. Three days later Gen. Grant himself started for the scene, but was met by news from Gen. Thomas that he had advanced against the Confederates and defeated them.

QUELLING MONMOUTH REVOLT.

Sotheby's Has Original Correspondence Quaintly Describing Incidents.

The original correspondence from various adherents addressed to the Earl of Abindon, commanding the troops at the time of the Duke of Monmouth's rebellion, will be sold at Sotheby's in London on June 8. One letter reads:

Good news from all parts. The King has certain intelligence how Capt. Hamilton had burnt all the ships of Argyle, had taken a castle and great quantity of ammunition, and defeated some of his party, and in confirmation has sent up to his Majestie one of Argyle's colours, in which was writt against Popery, Prelacy, and Erastianisme.

Another writer says:

The good news of Argyle's being taken swimming over a river habited in a disguise, and taken by three collegiate boys, who weere a fishing, and had killed him but that he told them he was Argyle. Monmouth has writt a letter to the Duke of Albemarle to command him to come in to him, and lay down his arms, in which letter he styles himself James Rex, yet in thought he is a run away—we doubt not but to be rid of these two pretended Kings quickly. Prince Perkin, wee hear, is about Bridgewater and Glastonbury, but so surrounded with his Majesties forces that wee expect to hear in a few hours an account of his overthrow.

A less cheerful state of affairs is thus recorded:

Orders for the souldiers to march at Devizes, but I believe never did such confusion and disorder appear—first we could not find muskets, when we had found them neither go off, yet locks being almost eat to pieces with rust. When they were forced by ye constible to go on out of town they cryed some of them, like children going to be whipt. Never I think were such faint-hearted cowards seen, for they now thought they were leaving their beloved bacon and ale, and going on to certain destruction. Neither were some of their commanders more valiant.

7TH AVENUE SUBWAY NEXT TO BE BUILT

Public Service Engineers Now Working on Three Separate Routes.

ONE TO CONNECT ALL LINES

Would Extend Route East and West at 59th Street, Connecting with the Queensboro Bridge Cars.

As soon as contracts have been let for the Tri-Borough Subway the Public Service Commission will devote part of its attention to the Seventh Avenue Subway. This situation has been one of the most perplexing of all those arising out of the traction congestion of New York City, and the delay in taking it up has been the more aggravating to the prospective users of the Seventh Avenue Subway, because the principal difficulty appeared to be the very multiplicity of plans for its construction.

The engineers and legal department of the Public Service Commission are now at work on three plans, each one of which involves the construction of a Seventh Avenue Subway from Times Square to the Battery, running under the proposed extension at Seventh Avenue, and under Varick Street and West Broadway.

The latest project of the commission is to make this Seventh Avenue route a connection of an east and west subway system which will run through Fifty-ninth Street from the westerly terminus of the Queens County Elevated lines at the Queensboro Bridge to the North River.

The Fifty-ninth Street road thus constructed would afford connection with all of the proposed north and south subway routes—the Broadway-Lexington Avenue, Seventh Avenue, Madison Avenue, and Eighth Avenue roads—giving the traveler from Queens a choice of routes downtown, according as he wished to reach the Grand Central Station, the Pennsylvania terminal, the McAdoo terminal at Cortlandt Street, or the Borough of Brooklyn by the bridges.

The Public Service Commission is much impressed with the feasibility of this plan from a traffic point of view, and is inclined to favor it at present more than any other. The construction of the Eighth Avenue Subway under consideration, it is fair to assume, would figure in an important way in connection with the proposed Seventh Avenue system, which necessarily must end at Fifty-ninth Street.

The Eighth Avenue Subway would run past the back door of the new Pennsylvania Station and the Seventh Avenue Subway would pass its front door. The officials of the Pennsylvania Railroad are interested in the prospects for the Seventh Avenue Subway and are likely to keep the matter prominently before the attention of both the Public Service Commission and the public at large until some plan has been evolved.

The construction of the Seventh Avenue and Fifty-ninth Street line in accordance with the Public Service Commission's present ideas would involve the rejection of two subway proposals that have been made heretofore. One of these is the proposition of the Interborough Rapid Transit Company to extend its present subway from Times Square down Seventh Avenue, Varick Street, and West Broadway to the Battery in connection with the construction of a northerly extension of its existing line up Madison Avenue from Forty-second Street to the Harlem River.

The proposal of the Public Service Commission, therefore, will be about as unwelcome to the Interborough as anything that could be conceived, for the Interborough never would build any east side extension from Forty-second Street unless it had a west side extension from Times Square south.

Any other theory of construction for the Interborough would involve turning the traffic of eight tracks north of Forty-second Street into four tracks south of Forty-second Street to Brooklyn Bridge and two to South Ferry and to Brooklyn.

This would be an operating impossibility, so that it appears that all of the Interborough's eggs lie at present in the single basket of a Seventh Avenue extension from Times Square downtown. The Interborough has not yet been heard as to its attitude on the Seventh Avenue-Fifty-ninth Street route, but there is little doubt what this attitude will be.

Another plan with which the Fifty-ninth Street, Seventh Avenue, and Subway system would come into conflict is that called the "Twenty-third Street Merchants' Plan" for a tranverse subway diagonally through the retail dry goods district to the Pennsylvania station and Times Square. This plan has never gone beyond the conversational stage, which same may be said as to the proposal which affects the Seventh Avenue route, by Mayor Gaynor that the Steinway Tunnel will be extended through Forty-second Street to Times Square.

Under Forty-second Street a level is reserved for the Steinway Tunnel, and no subsequent subway building would in the regular course of things be allowed to conflict with this extension. If the extension is made a new route will be afforded direct from the Borough of Queens to the Pennsylvania station and the west side of Manhattan Island.

TO SAFEGUARD PRIMARIES.

Association to Prevent Corrupt Practices Gratified by Legislation.

ALBANY, May 29.—The Association to Prevent Corrupt Practices at Elections makes the following statement with reference to the measures passed by the Legislature at the session just concluded, extending the provisions of the Corrupt Practices act to primaries and candidates for nomination, and removing the $5 limitation so far as payments to poll workers are concerned, thus obliging the party committees and others to account for all sums expended in this manner:

"Every citizen in the State of New York has reason to feel gratified over the action of the Legislature in passing two of the three so-called Corrupt Practices bills which, with vigorous enforcement, will insure a real primary reform, and will also compel every political committee, agent, and candidate for election to set forth in the expense account required to be filed after election a detailed statement of every dollar expended for poll workers, watchers, and messengers, whether the sum paid is greater or less than $5.

"In many expense statements filed this year and last items of thousands of dollars were reported in lump sums as having been expended for poll workers and watchers in sums less than $5.

"It was entirely possible, therefore, for a corrupt committee or agent to disburse large sums for the purchase of votes under guise of hiring men to act as watchers or messengers, so long as the sums paid were less than $5.

"In New York, Buffalo, and Kings the Republican Party expended $31,552.81 in this manner, and the Democratic Party $106,490.18.

"The bills as passed also extend the protection of the Corrupt Practices acts to primary elections. With the general evidence of a desire on the part of the people of the State for more careful conduct and greater safety of primaries, it was manifest that one of the first points on which to assure the public is that the primary elections shall not be purchased."

COLONISTS' FEARS OF FRANCE

Rare Copy of Sermon by Vice President Burr's Father on French Encroachments.

A French and Indian war item, of such rarity that not a copy is recorded as ever having been sold at auction, is the "Discourse delivered at New-Ark, (sic,) in New Jersey, Jan. 1, 1755. Being a day set apart for solemn fasting and prayer on account of the late encroachments of the French and their designs against the British colonies in America. By Aaron Burr, A. M., President of the College of New Jersey," quarto, New York, printed and sold by Hugh Gaine at the printing office in Queent Street, 1775. This work seems to have been unknown to Hildeburn, as it is not mentioned in his list of Hugh Gaine's Colonial imprints.

President Burr, who was the father of Vice President Aaron Burr, says in his discourse:

Whoever considers that France, from a small and inconsiderable Kingdom, in a few centuries is become one of the most numerous and powerful in Europe, and by what arbitrary and unrighteous methods her dominions have been extended, will be convinced that all encroachments from such a dangerous enemy should be guarded against with the utmost precaution. The masterpiece of their policy has been lately discovered, though long since conecocted, viz., completing and securing a communication between St. Lawrence's River and the Mississippi. They are in possession of two Forts on Lake Ontario, and have lately built two or three below Lake Erie, &c.

Another Colonial sermon, no copy of which has appeared in the public market, is "The Power of Gospel Ministers and the Efficacy of Their Ministrations Represented in a Sermon, preached at New-Ark [sic] before the Reverend Synod of New York, Sept. 26, 1754. By Samuel Finley, A. M., Minister of the Gospel in Nottingham, Penn. Published at the Desire of a Number of the Audience," small quarto, New York, printed by Hugh Gaine "at the Printing Office between the Fly and Meal-Markets, 1755."

Both of these rarities will be sold at Anderson's on Tuesday evening.

AN INDIAN TRACT OF 1736.

Sermon Preached by a Militant Parson to an Artillery Company on Sale.

A rare Indian tract, consisting of a sermon preached by Thomas Ruggles, pastor of the First Church of Guilford, Conn., to an artillery company on May 25, 1736, will be sold this week at Anderson's. The occasion was the company's first choosing of their officers, and the militant clergyman entitled his sermon, "The Usefulness and Experience of Souldiers as Discovered by Reason and Experience and Countenanced and Supported by the Gospel." In advocating the practice of military drills the author says:

This Land of Christians has, in a peculiar manner, found the advantage thereof Under God. Our Lives, our Religion, our Liberties are owing to the Valiant and Martial Atchievements of those of our Forefathers who were mighty in Battle. Else to all Humane probability they would have been swallowed up at once, as it were, by the vast number of their Indian Enemies, whose tender Mercies are Cruelty. I know the Comman place objections against Military Exercise. Why, our enemies are all destroyed! It don't look likely we shall ever be engaged in War! Besides, we live in a corner of the world, as it were, and none will concern themselves about us. The World seems to be also all at Peace, and 'tis needless and unnecessary to Trouble Our Selves in this matter. But in Earnest! Are these Objections? Are our Enemies all destroyed? Whence then of late years have we those of our Young Men called forth into the high places of Battle? And what numbers of our enemies are roused about us on our Borders, which if permitted by God like Locusts would and would come up and cover our Land!

The tract was published as a 12mo in New London in 1737.

SIR R. SOUTHWELL'S LETTERS.

State Secretary to William III. Describes Famous Personages He Met.

Three large folio volumes, containing the original correspondence of Sir Robert Southwell, Secretary of State to King William III., and covering the period 1659-1700, will be sold at Sotheby's in London on June 9.

In his letters Southwell describes his travels abroad, and gives particulars of distinguished persons, among others Cardinal Richelieu. He tells Lord Howard, who is about to make a tour, that Mr. Sidney "does best, of any stranger, understand all ye Caballs of Rome, male and female," and that Dr. Alban Gibbs is "a rare poet, and must not be vext, for he writes panegyricks on his friends and satyrs on his enemyes." He gives anecdotes of Lord Goring and Charles I., mentions Prince Rupert, and tells of a desperate plot in England

to kill the King, Queen, Duke, and my Lord Monk, and thus to be done as the King was at my Lord Mayor's show on Oct. 29, and, if they failed there, the City was to be fired, and 600, with feathers and pantaloons, were to run into Whitehall and there doe the bloody act, as if they came to assist the place.

In a letter to Sir E. Smith he says, "I think the acquaintance of a few good men the best library in the world," and, writing to the Duke of Ormonde, Lord Lieutenant, finding fault with the Ambassador Lord Sandwich, he says:

This hath required my compulgation unto his Majesty, who yesterday was content to allow me with him an houre and halfe alone, and to dismiss me at last with soe much kindnesse and satisfaction, as well in my businesse as his owne, that my Lord Ambassadors could never have done me a greater favour than in trying to hinder me.

The correspondence contains many other interesting items.

A REVOLUTIONARY DIARY.

In It Salem Salt Seller Feared Country Had Only Changed Taskmasters.

In an octavo volume, containing a number of early American almanacs, 1774-90, bound together, which will be sold at Anderson's on June 1, is a manuscript diary of John White of Salem, Mass., with many interesting Revolutionary notes.

Among the entries are:

March 2, 1776, the Continental Troops began to Cannonade and Bombard Boston. Continued for three nights successively. Saturday night we fired on Boston from our lines, and Sunday morning, the 17th of March, the Regulars went out of Boston.

Dec. 1, 1776. Great Dearness of Provisions, according to the great quantity of Paper Money, which depreciates fast.

Dec. 21, 1776. The inhabitants of this town (Salem) are so mutinous they threaten me for selling the Salt at 12 shillings per Bushel. May the Tumult of the People be stilled by Him who ruleth the Rageing of the sea.

The tumult was probably not stilled, for under date of Dec. 31, 1778, Salt-Seller White says:

We shall forever have Reason (if fear) to lamunt our Gloried Revolution, because I have only changed Task Masters, the later the worse, because they are poor Creatures. Our Country is too poor to be a Separate Nation. * * * All or chiefly the men of knowledge made no Resistance to Government, and therefore men of little or no knowledge, that took part in the opposition to Britain, were preferred to places in our Government. Thus came in Men poor without moral Virtue, Blockheads, etc. The High Sheriff of this County is a Tanner, two Magistrates one a Tanner, the other a Jobber, neither of them could speak or read English; of this Town both. Why I describe our condition in the above manner is because it is impossible such men, without education, should be equal to the business. I bless God it is no worse with me, but I am too Proud easily to submit to such things. I am now above 66 years old, and am dead and Above my Trial is almost

Another entry dated Oct. 29, 1789, reads that President Washington "was [illegible], bound Easterly."

HODENPYL'S CANCER THEORY SUPPORTED

Vaughn Finds Cancer Cell Residue Injected in Cancer Retards Growth.

HE DOES NOT CLAIM A CURE

But In Eight Cases the Pain Ceased After Injection and Growth of New Tissue Was Lessened.

On Jan. 2 last THE TIMES told of a discovery by Dr. Eugene Hodenpyl, pathologist to the Roosevelt Hospital, in connection with the treatment of cancer. He found that an abdominal fluid which developed in the case of a patient suffering with cancer of the liver when injected into other cancerous patients caused the growths either to disappear or resulted in improvement in the condition of the patients. He did not claim that he had discovered a cure for this disease, but simply stated the fact. Dr. Hodenpyl has since died.

At the time of Dr. Hodenpyl's death forty-seven patients had been treated along the lines indicated by his discovery. Some of them apparently had been cured; the remainder, it has been reported, show marked improvement. In view of these facts it is now interesting to note that analagous treatment on the part of other physicians is producing favorable and encouraging results.

The latest contribution to the literature of experimental cancer treatment comes from the pen of Dr. J. W. Vaughn. He has an article in the Journal of the American Medical Association on "Some Modern Ideas of Cancer," which thus is summarized in the New York Medical Journal:

"Vaughn says that the recent works of V. C. Vaughn concerning the chemistry of the bacterial cell tend to prove that in bacterial infections, especially of the lytic type, a ferment is formed which is capable of destroying the bacterial cell through the injection of the specific 'residue' of that bacterial cell within the human body.

"With this in mind, he has attempted likewise to induce the formation of a ferment within the human body which is capable of destroying the cancer cell through the injections of its non-toxic residue into the body from which the cancer was obtained. Examples of the formation of such a substance within the host through normal circumstances might explain the few cases of apparent seifcure of cancer which have been observed, some of which cannot be denied.

"Whether the malignant process arises from one single cell per se or from several cells in the same locality has been a matter of some discussion. In his opinion one single cell is in all probability the first to obtain this new property, and all others are direct derivatives of this one cell. The method Vaughn used is the following:

"The cancer material is dissected as freely as possible from all surrounding tissues, after which it is ground up. The material is next washed with water, dilute salt solution, alcohol and, lastly, ether. This process removes salts, fats, wax, several proteid bodies, and traces of carbohydrates. The remaining substance is then heated in a flask with a reflux condenser with from fifteen to twenty times its weight of a 2 per cent. solution of sodium hydroxide in absolute alcohol, and by this means it is split into a toxic and a non-toxic group.

"The toxic portion is soluble in the alcohol, the non-toxic is insoluble, and it is with this portion we have to deal.

"Vaughn reports eight cases treated with this serum. Immediately after the first injection of cancer residue the symptom of pain ceases. While the growth of new tissue in all patients treated has not been entirely stopped, yet it may safely be stated that its rapidity has been lessened.

"Every tumor should be examined microscopically, and the patient preferably treated with the residue from his own tumor cells. This method of procedure should be combined with radical surgical removal, and instituted as soon thereafter as possible."

WANT A SHORTER WORKDAY.

Machinists Preparing Demands—May Take In Aeroplane Mechanics.

Meetings have been called for next week in this city and adjacent towns by the Brotherhood of Machinists, to organize the machinists in this district, with the ultimate object of making a demand for a shorter workday.

The brotherhood was formed about a year ago by seceding locals of the International Association of Machinists, following a dispute over an election of officers. The association is also making ready for a general demand for an eight-hour workday. The association is affiliated with the American Federation of Labor, while the brotherhood is an independent organization.

The machinists in the automobile shops generally work eight hours a day. A number of automobile manufacturers are experimenting with aeroplanes, and both organizations say that the time is near when the experimental state of aeroplaning will have passed. They are ready to organize the aeroplane machinists when there are enough of them to form a union.

AMULETS, SCARABS, AND COINS

Among Collection of Rarities, Antique and Otherwise, Merwyn-Clayton's Will Sell.

Egyptian amulets and scarabs, of the period B. C. 2000, are among the antiques which will be disposed of at Merwin-Clayton's on June 6. Included in them are the "sacred eye" amulets worn to ward off the "evil eye." There are also in the collection these rare Roman silver coins: Denarii of Marc Antony and Cleopatra, with their busts; Nero denarius, (A. D. 54,) with his name and portrait; fine denarius of Augustus, (B. C. 27,) with name and portrait, and denarii of Mariniana, reverse Empress riding a peacock; Julian the Apostate, with youthful bust and name; Julia Mamea, with name and portrait; Valerian, with bust; Magnus Maximus, Emperor in England, with bust and name, and Decius.

Among the rare foreign silver coins are the Kruger 5 shillings of the South African Republic, (1892;) double rupee of Emperor William, German East Africa, 1894; 5 marks of New Guinea, (1894,) brilliant proof coin, with bird of paradise; the famous "Klappmutzen" thaler of Frederick the Wise of Saxony, (1486,) a coin so named from curious caps worn by the three busts on it, the first Saxon thaler; dollar of Ferdinand Hempesch of Malta, (1798,) reverse arms of the Knights of Malta; crown of 50 stivers, with portrait of Louis Napoleon, struck in 1808 for Holland, and 30 sous of Saragossa, under Spain, a curious piece of dollar size with sunken inscription, date, and value.

Other scarce items are United States half cents of 1793 and 1795, the latter with lettered edge and date punctuated 17-95; the large United States cents of 1806 and 1809; Connecticut cent of 1787; ten-cent Washington United States fractional currency, third issue, with autograph signaturesof Jeffries and Spinner; Confederate Treasury $10 note, Sept. 2, 1861, in brown and black ink; large sheet of original C. S. A. English water-marked linen paper, imported by the Confederates to print their $100 bills on; a copper coin of Menelik of Abyssinia; large 10 kopek piece of Catherine II. of Russia, for Siberia, 1778—one of the largest coins in copper; American Colonial and Continental paper money, and medals of Napoleon, John Andre, Shakespeare, Gregory XIII., Napoleon Bonaparte, and Jefferson Davis; gold coins, historical china plates, and old newspapers with news of the American Revolution.

PHYSICIANS FAVOR MUNICIPAL BATHS

This Country Far Behind Europe in Regard to Requirements, They Declare.

CITY HAS FINE FACILITIES

Present Bathhouses Along the Beach a Menace to Health, Asserts The Medical Journal.

The proposed municipal ocean bathhouse at Coney Island is meeting with the warm approval of the medical profession. In this connection, the New York Medical Journal says:

"Considering the extent of New York's water front on the sea and the rivers, the municipality has not done much to develop the city's unequaled resources for free bathing. American travelers abroad are always most favorably impressed with the conveniences that are offered to the people in the way of inclosed and open-air bathing establishments, for admission to which there is either no charge or a merely nominal fee.

"The project of establishing a municipal bathhouse on the beach at Coney Island is a most commendable one, and the only wonder is that it was not undertaken long ago. Many of the bathing houses scattered up and down the beach are little short of disgraces to civilization. The dark, dirty, damp, ill-favored booths which the persons must occupy who would enjoy an ocean bath are a menace to health and must surely breed disease.

"The ancients carried the cult of cleanliness to a height that we moderns have never surpassed. But, as regards comfort, cleanliness, and convenience, there are small Scotch manufacturing towns bordering on salt water which would put us to the blush in respect to the equipment of free bathing establishments. We recall seeing some thirty years ago, in the seaport town of Dundee, the erection of a large concrete bathing establishment. There was only one large pool, the floor of which sloped from a depth of two feet down to seven feet, but this was of goodly size, capable of accommodating several hundred bathers, and the water was renewed at every high tide.

"With the improvements that have been made in construction with concrete and the progress in the plumbing and sanitary arts, it should be possible to erect a bathing establishment on the beach at Coney Island that would be at once attractive, luxurious, and economical of operation. A municipal bathing establishment of the kind indicated would accomplish more than any 'order' of the Health Department to enforce greater cleanliness and sanitation in the existing bathhouses, as it would set a standard for emulation that would lead to a general sprucing up among the more pretentious baths, and tend to the extermination of the less pretentious, shanty-like structures that incumber the beaches around New York.

"We are confident that the operation of one model bathing establishment built on sanitary lines and conducted with all sanitary precautions would lead to the speedy erection of other similar baths and eventually supersede the ill-designed structures that are now supposed to be quite good enough for an unregenerate public. We are not unmindful of the fact that the city has already provided bathhouses here and there throughout the boroughs, and some of these places are very creditable from any point of view, bearing comparison with the best of their kind in any of the municipalities beyond the sea, but these are fresh-water institutions, and the principal point we wish to make is that we have not taken advantage of our extensive beaches, rather on the score to provide proper accommodations for the crowds of people who leave the hot, crowded city to seek relief in the cooling waters and the fresh breezes of the beach resorts.

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CALIFORNIA NEEDS LABOR OF JAPANESE

Report of State Commissioner Says That Agriculture Demands It.

WHITES ARE NOT AVAILABLE

Some Fruit Growers Want the Exclusion Law Modified—Japanese Spend 20 Per Cent. of Their Earnings.

SACRAMENTO, May 29.—Some form of unskilled labor, such as is now represented by the Japanese, is essential for the continuance and development of the specialized agricultural industries of California.

This is the broad conclusion of the report of the State Labor Commissioner, just submitted to the Governor, on the Japanese in California. The report was prepared after over a year of careful field work by a corps of special agents among the farms employing Japanese. The investigation was authorized by act of Legislature, just after the anti-Japanese agitation in California in 1908-1909. The report consists of over 200,000 words, exclusive of a mass of tabulated statistics.

The so-called Oriental problem in this State is thoroughly discussed, and, after searching inquiry into all economic and social conditions, the report finds that some form of farm labor capable of independent subsistence and quick mobilization and entailing no responsibility upon the employer for continuous employment, is necessary to California's field, orchard, and vineyard industries. The report expresses the opinion that the Japanese, who now perform slightly more than 50 per cent. of the labor, are second only to the Chinese in meeting these requirements.

Regarding complaints heard against Japanese in districts in which they are largely employed, the report states that they arise from attempts to obtain higher wages. It is pointed out, however, that there are few complaints of this character, except in such districts as are dominated by the Japanese through their numbers and the almost absolute dependence of the growers upon them for the harvesting of crops. The average duration of employment on farms is less than two months in the year. In this connection the report points out that the Japanese have learned that they can make much more money out of contract laboring than working for daily wages.

"Japanese ambition," says the report, "to progress beyond mere servility to the plane of the better class of American workmen, to own a home, to operate industries, to be master and not slave, is of the same quality as that of the Italian, the Swiss, the Portuguese, the Russian, with whom he competes, and is in line with the ambition of that type of American who will not compete with him. The moment that this ambition is exercised the Japanese ceases to be an ideal laborer."

The report finds that there is a conflict of opinion throughout the fruit-growing district regarding the Japanese. While many growers are opposed to them, another element declares them essential, and says the problem will require a modification of the Chinese exclusion law, with the admission of the Japanese and Chinese on equal terms in restricted numbers.

Of the character of the Japanese laborer and his desire for an American education, the report speaks in high terms. Of the responsibility and reliability of Japanese contractors, sub-bosses, and laborers, the report states they do not compare unfavorably with white men in the same stations. As to the individual Japanese laborer, compared with the typical class of white laborer now in the field and available for the work, the report gives the higher standard to the Japanese.

The report says that "the creation of an ideal intelligent class of white farm labor to be drawn from all sources within the confines of the United States is practically an impossibility, for the reason that such an effort would entail an entire and radical readjustment of economic conditions."

The Japanese population of California is given by the report as 41,626 on Jan. 1, 1910, about 10 per cent. being females. Of this number 65 per cent. are engaged in agricultural pursuits and 15 per cent. in domestic service of one kind or another.

It is stated that the average Japanese supports himself on 20 per cent. of his earnings or less. His average expenditure is about 25 to 30 cents a day, and the highest figure recorded was 60 cents. American food articles, it is said, are being substituted rapidly for Japanese. It is given as the opinion of the Japanese themselves that the adoption of the American diet has increased their capacity for labor.

The report states positively that the number of Japanese laborers obtainable for the harvesting work this year is far short of the number required. Growers, it is said, view this condition with anxiety. White labor is unobtainable at prices within reason, and as a result of the evident withdrawal of the Japanese Hindu labor has come to the State.

JAPAN'S RESIDENT IN KOREA.

Gen. Terauchi Appointed to the Position Which Prince Ito Held.

TOKIO, May 29.—The appointment of Lieut. Gen. Viscount Terauchi to succeed Viscount Soné as Resident General in Korea, and the appointment of Isaburo Yamagata as Deputy Resident General in Korea, have been gazetted.

Viscount Soné has been made a Privy Councillor.

Viscount Soné succeeded Prince Ito as Resident General in Korea when the Prince was assassinated.

EMIGRANT SHIP'S ESCAPE.

Lituania, with 1,200 on Board, Grounds, but Is Saved by Bulkheads.

LONDON, May 29.—The Russian steamer Lituania, which sailed from Copenhagen on May 24 for New York, had a narrow escape from disaster on Friday evening.

The Lituania had 1,200 emigrants aboard, and was proceeding very slowly owing to the fog, when she struck the rocks off Old Head Point, Pentland Firth, between Scotland and the Orkney Islands. The steamer held fast, and many of the emigrants, greatly alarmed, fell on their knees and prayed.

Fortunately the fog lifted, and after wireless communication had been established with the warship Bellona at Invergordon, and with Copenhagen, the engines were reversed and the liner floated off.

The bulkheads kept the water from the main hold, and the Lituania safely accomplished the run to Tynemouth, where repairs will be made.

Austrian Honor for G. E. Hale.

VIENNA, May 29.—George Ellery Hale, the astronomer, Director of the solar observatory of the Carnegie Institution of Washington at Mount Wilson, Cal., has been elected a corresponding member of the Imperial Academy of Sciences.

Notes of Foreign Affairs.

MARSEILLES, May 29.—A fireman named Bernardo on the French steamer Venezia, which sailed from New York on May 14, shot and killed a fellow-workman in the course of the voyage. He was placed under arrest and has been turned over to the French authorities.

ST. PETERSBURG, May 29.—The principle of woman suffrage has been accepted by the Duma committee which is considering the Township Administration bill. It is proposed that female residents possessing either the property or educational qualifications vote for township officers on the same basis as males.

KAISER'S HAND IMPROVING.

Emperor Able to Receive Guests, but Cannot Put on Uniform.

BERLIN, May 29.—Since it was lanced the abscess on the Emperor's hand is taking a normal course, and, according to the Court Surgeon, Dr. Bier, this evening, the Emperor suffers no pain. The operation on the hand became necessary owing to sharp inflammation which developed.

A headline in one of the Berlin newspapers has given rise to the impression that the Emperor is suffering greatly, but his Majesty has not even been obliged to stay in his room. The Crown Prince this morning received in audience Prince Tsai Tao, brother of the Chinese Regent, and his suite, as the Emperor was not able to put on a uniform in consequence of the bandage over his right wrist and thumb. The Empress also received the Prince.

At Potsdam this afternoon, however, the Emperor entertained at luncheon Marquis San Giuliano, the Italian Foreign Minister, with whom he had a lengthy conference. The Empress, the Crown Prince and Crown Princess, Dr. von Bethmann-Hollweg, the Imperial Chancellor, and Foreign Minister von Schön attended a dinner at the Italian Embassy this evening in honor of the Marquis.

There has been no change in the Emperor's plan to meet the King of the Belgians at Wildpark station to-morrow, but his review of the Guards Brigade at Döberitz has been postponed. It is expected, however, that his Majesty will have sufficiently recovered to enable him to review the Spring parade of the Berlin garrison on June 1.

WANT A PROTEST TO RUSSIA.

Residents of Bayonne Take Action Regarding Expulsion of Jews.

A petition, addressed to the "President and the Administrative Body of the United States," has been formulated by Anna Thorp Craig of Bayonne, with a view to a protest against the expulsion of Jews from their homes in Russia. The petition is being circulated in Bayonne and elsewhere to receive signatures.

The persons who have started the petition in circulation hope that it will be taken up in various parts of the country. Several ministers in New Jersey submitted the text of the petition to their congregations yesterday. The petition follows:

Inasmuch as, by the codes of international law, interference in the affairs of one power by other powers is allowable on the grounds of: (1) Self-preservation, (in which is included the championship of liberty as the cause of a people against its Government, since a despotic Government among liberal Governments is held to be a menace to the general peace,) and (2) an extraordinary condition of affairs brought about by the crime of a Government against its subjects; and, further, on the ground of human right alone as finally the basis of all codes of honorable law, we, the undersigned, do respectfully pray to the administrative of our Nation to tender its protest to the Interior Ministry of Russia against the expulsion of the Jews from various of its cities as now decreed by Gen. Trepoff, Minister of the Interior; and, further, to declare its resolve, if this protest be not heeded, to do its part toward summoning an international tribunal which shall search into the claims of this interior body of Russia's government against these of its subjects now suffering at its hands, and determine the justice and validity, or otherwise, of its claims.

NO STEEL TRUST CHANGES.

George W. Perkins Denies Corey Is to Be Displaced as President.

Those who are in close touch with the affairs of the United States Steel Corporation said yesterday that little credence was to be put in the story which has been going the rounds for the last few days to the effect that W. E. Corey was to be dropped from the Presidency and that other important changes in the administration of the big corporation were imminent.

George W. Perkins, who is as close to the affairs of the steel company as any man besides Judge E. H. Gary, Chairman of the Executive Committee, said there was nothing in the story, and that it was the same old rumor that had been talked about in some of the newspapers off and on for the last two years. Judge Gary himself was out of town for the day. Charles M. Schwab, who was formerly President of the United States Steel Corporation, and is still a Director, left here on Saturday and could not be located. It was said at the Hotel St. Regis, where he stops on his short trips to New York while his Riverside Drive house is closed, that Mr. Schwab would sail for Europe on Wednesday on the Mauretania.

According to the story, which was contradicted yesterday by Mr. Perkins, the influence of Andrew Carnegie in the affairs of the steel corporation, at least so far as it applies to dictating who the President shall be, is to be broken. It is also alleged from the same source that W. P. Palmer, head of the American Steel and Wire Company, may be Mr. Corey's successor.

EX-SHAH STUDIES MEDICINE.

He Hopes to Attend Clinics and Lectures at Odessa.

ODESSA, May 18.—The deposed Shah of Persia, who is living here in a villa placed at his disposal by the Russian Government, has taken up the study of medicine.

After private preparatory work, he expects to attend clinics and lectures at the University of Odessa.

He is particularly interested in surgery.

INTENSIFY YOUR JOY BY INTROSPECTION

A Few Hints by Mrs. Adele Marie Rique, Soul Counselor, on How to be Good, Yet Happy.

PERFUME AID TO THOUGHT

When in Need of a Friend She Simply Sends Forth an Odor of Roses as a Telepathic Message.

Mrs. Adele Marie Riqué, who is staying at the Hotel Grenoble, is the founder of a new cult, which has been holding meetings at Carnegie Hall, Studio 703, during the last Winter, and so far consists of eighty-five members, with Mrs. Riqué as the counselor and speaker. It is called the "Temple of Universal Freedom of the Soul" or the "Academy of Psychological Self."

In an interview yesterday with a TIMES reporter Mrs. Riqué said that the doctrine of the new cult was to teach men and women to know themselves so that they could take advantage of the best opportunities in life and intensify their pleasures. She said that the doctrines appealed to persons of higher intellect who were able to introspect their own lives.

"First," she said, "we aim to get the best physical condition, as that brings about a clear condition of the brain, and with that we hope to win soul freedom. At the present time we are living the same as the Romans did in the time of Nero, when they drank essence of violets to induce boisterousness, and then drank essence of roses to bring on a state of stupidity.

"People eat too much and drink too much to-day. When the aeroplanes come into general use in the future we shall take our food in liquid form and regain as a race the graceful, sinewy manhood of the ancient Greeks."

"What are your views on matrimony?" the Counselor was asked.

"I think that the real state of matrimony, as the relation should be between man and wife, is the grandest condition on the universe, but not as it is to-day.

"Marriage has been nearly killed by four things—the depletion of the Church, passing away of the old social life, the reckless extravagance of women, and, fourth, the commercial life that girls enter to-day instead of the domestic life of their forebears.

"The suffragists are going to take up the burdens of the men," Mrs. Riqué went on to say, "and they will have to do their share of the work. They ask for equal rights to work and vote with the men, but they do not ask for equal refinement.

"Our classes have finished for the season at the studio, but we shall have private classes during the Summer with occasional entertainments. Our next one will be at the Waldorf-Astoria on Thursday next at 8 o'clock. Next Fall we shall take a house for the Winter classes, and in time we hope to erect a temple where all those who are overburdened with troubles can come and unload them and receive counsel.

"Many men to-day get into the suicidal train of thought and end their lives just because there is no one they can go and talk to who will take any interest in their welfare. Such helpless persons can always come to us for help."

Mrs. Riqué added that there was also a telepathy class in the new cult. She said she was frequently interrupted in her studies by having to listen to conversations between her friends who were speaking about her miles away. She gave instances of this, and related how, through the sense of telepathy, she had heard people talking in London. When she wanted to speak to a friend she said she just thought about her real hard and the friend immediately called her on the telephone.

The new cult has a science called "odorology," by which members become aware by a certain perfume that their friends want them.

"If I need one of my personal friends she detects a faint perfume of oriental roses in the atmosphere and comes to me," explained Mrs. Riqué.

Mrs. Riqué said the object of her teaching was to develop the four forces in men and women, physical, moral, mental and spiritual, which were the greater things in life.

In appearance Mrs. Riqué is a dark-haired, middle-aged woman, possessing a good deal of personal magnetism. At the classes and receptions she wears a flowing Grecian gown, which she avers will be adopted generally by women in the near future.

To Take Marines to Nicaragua.

PHILADELPHIA, May 29.—The United States cruiser Prairie, loaded with ammunition and other supplies for the marines now in Central America, sailed from the Philadelphia Navy Yard to-day. At Colon a detachment of marines will be taken on board and conveyed to the scene of the fighting in Nicaragua.

HIGH PRICE INQUIRY ENDING.

Senate Investigation Will Consume Only One Week More.

Special to The New York Times.

WASHINGTON, May 29.—After four months of intermittent inquiry the Senate's cost-of-living investigation is about to come to a close, and a report is to be made fixing the responsibility for the prevailing high prices of food and clothing. On whom the committee will put the blame is not known.

One week more will be devoted to the inquiry. The beginning of the end will come to-morrow when the furniture manufacturers of Grand Rapids, Mich., will tell the committee why furniture has advanced in price. After the furniture makers will come the manufacturers of crockery. They hail from New Jersey. When the current week closes the committee expects to begin a digest of the testimony, which is voluminous.

The tariff question did not enter into the investigation. A few times somebody suggested that if the duty were removed on some article of food or clothing then being discussed, the price to the consumed might be lower. This was promptly denied by members of the committee themselves.

If the investigation closes this week, as is expected, the big packers, generally known as members of the Beef Trust, will have escaped questioning. State's Attorney Garvin of New Jersey made the request a few months ago that these packers be not asked to testify at this time, saying it might embarrass his prosecution of the Beef Trust. His wish was acceded to.

Whether or not the report will be made before Congress adjourns cannot be said. If the committee is predisposed to "vindicate the tariff," as has been charged on the floor of the Senate, a report will probably be made within the next few weeks. If this is not the case, it may be December before the finding of the investigators becomes public.

CONSERVATION BILL NEXT?

Indications Are That Further Taft Legislation Will Be Limited to That.

Special to The New York Times.

WASHINGTON, May 29.—With the Railway bill practically disposed of in the Senate, considerable interest is manifested as to which of the remaining measures on the Taft programme will get the right of way. The question seems to have narrowed down to an issue between one of the conservation bills and the Statehood bill, which has already passed the House.

Though the President was at first inclined to favor Statehood legislation in preference to all other, it is now said that, under persuasion from the regular leaders, he has switched his favor to the conservation measure. One reason for this is the apparent hopelessness of getting the Statehood bill through at this session. Mr. Beveridge, Chairman of the Senate committee, has rewritten the House provisions that allow the proposed States to take what steps they please for the exclusion of the "greaser," or Mexican, vote, which is mostly Republican, in such a way that the Senate Democrats are threatening to talk the bill to death if it comes to a fight.

It seems now that the Statehood bill, in the face of Democratic opposition to the Senate amendments and the known determination of the House leaders not to accept the amendments, even if they should pass the Senate, will scarcely receive consideration at this session. One of the conservation bills will be taken, though which one is not known, and the leaders will rush it through as fast as possible. It is the general opinion here now that after that measure is disposed of and the necessary appropriations voted Congress will adjourn.

Killed in Hoisting the Flag.

PITTSBURG, Penn., May 29.—While John Gierlowski, a middle-aged Pole, was trying to hoist the stars and stripes for Memorial Day on the roof of Turner Hall in Glendale, a copper wire on which the flag was strung came in contact with a live light wire. The shock knocked Gierlowski down and entangled in the flag and wire, he rolled to the ground, thirty-five feet below. He died half an hour later either from the electric shock or the injuries received in the fall.

GOVERNORSHIPBOOMS LAUNCHED IN JERSEY

Republican Progressives Indorse W. P. Martin and the Regulars Favor V. M. Lewis.

MURPHY FOR U. S. SENATE

Ex-Governor Is Essex County's Candidate, but Stokes, Record, and Congressman Fowler Are After Kean's Place.

Political developments in New Jersey within the last week have brought both factions of the Republican Party into the open. The Progressives, as the former New Idea men now call themselves, indorsed William Parmenter Martin for Governor, while the Regulars are inclined to favor Vivian M. Lewis, the present State Commissioner of Banking and Insurance, to lead them.

In the race for United States Senator John Kean's place ex-Gov. Murphy and ex-Gov. Stokes, avowed regulars, are after the job, and on Friday night the Essex County Republican Committee indorsed Murphy. This does not mean, however, that Stokes will give up the fight until it is settled at the primaries.

George L. Record, former Corporation Counsel of Jersey City, a leader of the Progressives, also wants it. The Hudson County Progressive Committee has indorsed him, but before he wins the full support of his own faction he must reckon with Congressman Charles N. Fowler of the Fifth District, whose bitter attack on Senator Kean and State Treasurer Daniel Voorhees was one of the political sensations of the week. While he charged chiefly that these two had entered into a conspiracy to defeat him for a renomination to Congress, his statement is taken by politicians as a bid for the support of the Progressives in a fight to get into the Federal Senate.

The Progressives launched their Governorship campaign at a dinner in Kreuger's Auditorium, Newark, on Wednesday night. More than 600 Republicans were present, and the affair assumed something of National importance by the presence of Representative George W. Norris of Nebraska, who led the successful insurgent revolt against Speaker Cannon, and Representative Miles Poindexter of Washington, another insurgent in the lower house.

Representative Norris sounded the keynote of the meeting when, after a severe arraignment of Speaker Cannon, he declared that "the Republican Party must purify itself like the mountain brook," and that "the man serves his party best who tells the truth about his party at all times and under all conditions."

Martin's Boom Launched.

At the same time that the Progressives indorsed Mr. Martin for Governor they gave him a platform to stand on. It declares that the high cost of living, financial panics, the piling up of unearned fortunes, and the "widespread corruption in politics are due largely to the existence of advantages enjoyed by certain trusts," who are favored with special privileges, which "are secured by State and National laws, and partly by the failure of public officials to enforce existing laws." These abuses, says the platform, are mainly due to the boss system in politics, which cannot be eradicated except by reforms in the primary and general election laws. A State law is therefore urged providing:

(1) For the choice of party candidates for Governor and Congressmen and election of delegates to National Conventions by the direct vote system.

(2) For the appointment of impartial primary and election officers by the court or some impartial agency whenever there is a contest at the primaries, instead of the appointment of these officers by the Chairman of party committees as at present.

(3) For the distribution of primary and election ballots at public expense by mail.

(4) For the Massachusetts or blanket ballot, containing the names of all candidates, with party designations arranged, not in party columns, but under the title of the appropriate office.

(5) For personal registration, at least in large cities, with the voter's signature under a proper description of the voter.

(6) For the adoption of a plan for actual popular choice of United States Senator.

Other reforms are advocated, such as publicity of campaign contributions and expenses, the regulation and taxation of public utilities, an employers' liability act, home rule, and conservation of the National resources "as laid down by President Roosevelt."

While this complimentary reference is made to Mr. Roosevelt the platform makes a direct slap at President Taft by this criticism of the Payne-Aldrich Tariff bill:

We denounce the Payne-Aldrich tariff law as enacted in the interest of trusts and monopolies, and demand the enactment of a tariff law in conformity with the National Republican platform, so that the duty on imported articles shall not exceed the difference between the cost of production of such articles here and abroad, and such difference to be ascertained by a commission of experts. More than this is unjust to the consumer; less than this is unjust to the labor and capital employed in our industries.

If these reforms can be written into the law the power of political bosses and machines will be largely broken, the control of money over our politics will be abolished, and we will have a government of men selected by the actual choice of the people and free to approach the study of public questions from the standpoint of the people. This will be actual representative government that will be fatal to monopoly and privilege in every form.

Murphy Defies the Progressives.

Bank Commissioner Lewis's boom for Governor was started at a dinner of the regular Republicans in Orange on Thursday night, though he was not formally indorsed. It was there that ex-Gov. Murphy sneered at the Progressives by saying that "insurgents here are called demagogues." While this is regarded as an intimation that the Regulars want no help from the progressives in the fight on the common enemy, the Democrats, there is a strong sentiment in both factions for harmony. Secretary George M. McCarthy of the Hudson County Republican Committee (regular) openly declares that "if the Republican Party does not harmonize we shall face disaster next Fall."

So far the leaders of the Progressives have been deaf to any overtures of peace. Under the direction of ex-Senator Everett Colby, William Fellowes Morgan, both of whom are mentioned for Congress, Mark Fagan, ex-Mayor of Jersey City, and others they are determined to stand for their political ideals, even though the split in the Republican Party leads to a Democratic victory.

One thing is particularly noticeable in the fight between the Progressives and Regulars. Neither faction seems to have considered Gov. Fort. He has already announced that he will take a trip abroad after his term expires. What his political plans are after that he alone knows.

While the Jersey Republicans have somewhat eclipsed the Democrats in public interest of late, the latter have not been idle. On Wednesday night the Morris County Democrats had a dollar dinner at Dover, at which Ray E. Mayham, President of the Federation of Democratic Clubs of New Jersey, in urging his party to put up a candidate for Governor "who must not be nominated at the dictation of political bosses," suggested any of the following as worthy of public approval: President Woodrow Wilson of Princeton, State Senator Silzer, Mayor Wittpenn of Jersey City, Frank S. Katzenbach, Senator Osborne, Robert S. Hudspeth, Congressman Hughes, and William O. Heppenheimer.

Robert Davis, the Democratic leader of Hudson County, has openly declared against Senator Silzer, but he is not ready to risk a party defeat by his opposition. If the party should decide on Silzer, then Davis will be for him. As he himself says:

"There is a lot of talk that there is a fight in the party. That may be so. But it will all die out the night of the primary."

CORNELL PRIZE WINNERS.

Brooklyn Boy First in the Declamation Contest.

Special to The New York Times.

ITHACA, N. Y., May 29.—For the prize of $25 offered by the Cornell English Club for the best original poem nineteen Cornell undergraduates submitted thirty-five poems. Earl Simson, a sophomore, from Port Richmond, was declared the winner by a group of judges from the English department. He submitted a 28-line poem on "Evening." Honorable mention was awarded to Clarence Doane, who attended the short course in agriculture last Winter. He submitted a 14-line poem on "Aspiration." It is unusual for a short course student to win honors of this kind.

The annual '86 Memorial Prize in Declamation was won by Allen Husted Colcord of Brooklyn, a sophomore. It is the first time in years that a sophomore has captured the prize. Men from all classes are admitted to the competition. There were eleven other competitors. Colcord's declamation was on the eloquence of Daniel O'Connell. The prize is the income from a fund left as a memorial by the class of 1886, and amounts to $88. Colcord is business manager of the new year's Cornellian, and is a member of the Delta Chi Fraternity.

CORNELL SENIOR BALL OFF.

Annual Event Has Been Financial Failure in Recent Years.

Special to The New York Times.

ITHACA, May 29.—The annual senior ball at Cornell University will not be held this year for lack of financial support. The committee in charge reported to the class officers that they had canvassed the fraternities and found that not enough of them planned to hold house parties this Spring to warrant going ahead with the ball.

For a number of years the ball has been a financial failure. A few years ago it was shifted to Navy Week, but still it was not successful.

PEER WHO AIDED REVOLUTION.

Anderson's Has Letters of Lord Stirling, One of Washington's 'Generals.'

Revolutionary correspondence of Lord Stirling with Gen. George Washington and the Continental Congress will be sold at Anderson's on Wednesday. In a letter to Henry Laurens, President of Congress, dated Aquakanco, Oct. 18, 1776, Lord Stirling says that Washington had given him command of the forces opposed to the British in New Jersey, and adds:

Their army consisted of 7,000 of their best foot, and a large body of horse, and mine short of 2,000, and they have gained not the least advantage over us. They have taken off every kind of forage, and have burnt the houses of such of the inhabitants as were known to be friends to the Cause of Liberty.

From Elizabeth Town, Oct. 21, 1776, he writes to Laurens:

I have yesterday dateched the inclosed letter from J. Galloway; from the size and shape of it he undoubtedly expected it would have escaped our notice, and reached his hister. The formal leave he takes of her, and this heathrone country, that will not be saved by him, indicates a very general evacuation of New York, for he would never quit his ground while he had the least hopes of reclaiming it.

Joseph Galloway was the well-known Tory author.

In a letter to Washington, Fishkill, 1777, he accuses Gen. Conway of disobedience of orders and conduct unbecoming an officer and a gentleman, and in another letter from Albany, 1782, he mentions the examination of a spy accused of trying to raise recruits. In a letter dated Headquarters, Fishkill, 5th Oct., 1776, Washington tells Lord Stirling that two American sailors who escaped from the prison ships informed Gen. Gates that the British fleet had sailed in search of the French, and he asks Stirling to ascertain all the information about it he can.

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Have You Protested Against the Medical Trust?

DO YOU want your family under the supervision of a National Health Bureau controlled by the political doctors?

Even now the American Medical Association, which denies that it is using "lobbying" methods, has a letter out to its members, written on the official letterhead of its "Committee on Medical Legislation" under date of May 10th, 1910, from which we quote the following:—

Dear Doctor:—

A proposition to establish a Department of Health with a Secretary in the Cabinet of the President, is now pending in Congress (Owen Bill, S. 6049). The Congressional elections are to occur within a few months. It is, therefore, of the highest importance . . . . . that you at once take the necessary steps

(1) To secure as delegate from your county to your Congressional nominating conventions of ALL parties, men who are in favor of establishing a National Department of Health with a Secretary in the Cabinet . . . . . ;

(2) To secure, if possible, a definite promise from each candidate for Congress to support such a measure, if elected . . . . . The position of all candidates, whatever it may be, should be made known to the electors BEFORE THE NOMINATIONS ARE MADE;

(3) To secure the adoption of a plank in favor of a Department of Public Health in the platform of each political convention . . . . . .

Concerning this letter on proposed legislation the New York Herald of May 25th says editorially:

"Standard Oil is a puling infant in the way of a trust compared with the gigantic 'combine' for which these doctors are working. It would create a monopoly more odious than was ever before conceived, one which would touch and control the life of the people at a thousand points of contact, and—the most audacious feature of all—would impose the cost of its own support upon the country to the tune of hundreds of millions of dollars a year.

Some notion of what this trust would be at the start—Heaven only knows what it might not be made to include when once firmly established as part of the federal government!—may be gleaned from the statement made by one of its promoters as reported in the *Journal of the American Medical Association.* It would control hygiene, sanitation, food, education, immigration, public and private relief, labor conditions and a dozen other things, besides 'research laboratories and equipment.' In other words, the American people through their government would be engaged in experimentation upon living animals—vivisection.

Nothing so needless, nothing so audacious in the way of a trust was ever before conceived, much less proposed to be incorporated into the government."

If you want the United States to continue to attend to its own business, the States to theirs, and the political doctors to theirs, join this League.

Thousands are enrolling daily. No fee. Just sign and mail to us this coupon, and telegraph or write your Congressman immediately protesting against the following "health bills" now before the House: Nos. 24,549; 24,827; 24,828; 24,875; and 24,876.

The National League for Medical Freedom, Metropolitan Building, New York City. T3.

Gentlemen:

Please enroll me as in sympathy with the purpose of your League and send literature.

Name.....

City.....*State*.....

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(Non-partisan and supported entirely by voluntary contributions)

B. O. FLOWER, President, Editor "20th Century Magazine" Metropolitan Building, New York City

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REGULATING THE RAILWAYS.

It was on WASHINGTON'S Birthday that the completion of the ninth draft of Attorney General WICKERSHAM'S railway bill was announced with the declaration that it was the Administration's measure, and that it was expected that no amendment would be made after its introduction. That was the announcement formally made after Cabinet deliberations, followed by a conference at the White House of the President with the leaders of both houses. It was not designed to oust Congress of its functions altogether. Debate would be allowed, and in the improbable event that amendments were found necessary they would be prepared by the Attorney General as the custodian of the Republican policy. All "unfriendly" amendments would be rejected. As soon as the Postal Savings Bank bill was passed a clear right of way would be given to the Railway bill. Senator ALDRICH accepted the bill in its entirety. Senator ROOT vouched for it as the embodiment of the ROOSEVELT policy. And then the trouble began.

It has been said that never before was an American bill prepared and pressed in this manner. The innovation was all the more singular because there was such a conspicuous precedent against Congress taking the procedure kindly. The President is constitutionally charged with the negotiation of treaties—as he is not charged with the preparation of bills. So far from following the indicated path, it would be hard to say what the houses did not do to the bill. Each house acted as independently of the other as of the Administration's suggestions. When the Senate received the mutilated House bill some weeks ago it paid no attention to it, but proceeded with its own revision of the unamendable bill. There has not been one clause free from criticism in one house or the other. The House possibly permitted more of the original version to remain with its own amendments, but the Senate made the greatest additions. Both houses rejected some things in the Republican platform and added others from the Democratic platform. Nobody knows what will come out of the conference upon these inconsistent proposals. A long and bitter struggle in conference and over the report is sure. Consideration of details is wasted under such conditions.

The methods by which this result was reached are a parody on legislation. Never before were the shears and paste pot used so shamelessly in public. Never before was there so little pretense of legislating on principle. Anything which could command a majority was acceptable and accepted by those who thought that the Administration's prestige was more concerned in getting any sort of bill than in the kind of bill it got. If this is thought an extravagant account of the temper of the proceedings let Senator HALE speak for himself and the Senate:

> I trust that while I am a member of the Senate we shall never witness such a performance as we saw here the other day when Senators were congregated on that side of the chamber. As the result of that incident the Senator from Rhode Island and the Senator from Georgia boasted that each had cheated the other, while the Senator from Idaho alleged that he had been cheated by both.

This refers to the quasi-caucus in the open Senate when the leaders fixed up the long and short haul clause in a panic lest, if they did not succeed, there would be no Administration bill. If we are to believe the dispatches the interest in these parliamentary struggles has been intense, and yet when those most successful in causing the additions to the bill rehearsed their Chautauqua addresses the chamber was deserted. The public committee hearings were few, because there was so small attendance, not even the railways showing interest. The orators have asserted great popular interest, but that has not been our observation. Western journals of high Republican standing have denounced the bill as full of "jokers," and The Tribune, among conspicuous Eastern supporters of the Administration, has found much to criticise.

As to the outlook, forbidden and abhorrent reports come from Washington. We know what was the price of the McKinley tariff. We know what was the price of the tariff just passed. We do not know the price which must be paid if this bill is to pass. It is said that there is some mysterious connection between the passage of the Statehood bills, and the pork bills, and the Railway bill. This may be doubted, but it also is open to doubt that the Railway bill could pass if it stood alone. So contentious are its proposals that it is matter of doubt what it will help the Administration if finally it secures the passage of anything. That it can secure the passage of what it asked for is no longer possible.

Such a result under a responsible ministry would necessitate the resignation of the Cabinet. If there should be resignations here it would not be surprising, although our system does not require it. One agreeable result may be that we are not likely soon to have another Administration bill on any subject. There is no rebuke to the President in not acting upon his suggestions in constitutional form, since that is a matter for the Legislature's discretion. But it does not promote the prestige of the Presidential office to have its bills battered out of recognition, and then have the deformed result recognized as what was intended in the first place, or else vetoed. Yet, how can the President evade these alternatives? Perhaps Congress may decide that there is no great hurry after all, and prefer to face the electorate with promises of the fine things it will do after election, rather than with defenses of what it did before election.

THE FLIGHT OF CURTISS.

GLENN H. CURTISS, in his aeroplane, flew down the Hudson Valley yesterday morning, landing briefly at Poughkeepsie and at 214th Street in this city. The flying machine, floating far above the New Jersey cliffs and the tall buildings of Manhattan, passed Forty-second Street at 11:50 o'clock, and after encircling Liberty Island landed on Governors Island before the stroke of 12.

Mr. CURTISS'S actual time in the air was 2 hours and 46 minutes and his average speed was much greater than that of PAULHAN in his recent trip by aeroplane from London to Manchester. Yesterday's flight was seen by excited crowds all along the line, and it was a most inspiring sight. Man has now conquered the air. As ORVILLE WRIGHT has said aeroplaning is as yet only a sport, though the utility of the new machine in warfare is no longer doubted. Happily there is no war to test that utility and no prospect of one. But this much having been accomplished, the development of the airship practically and commercially and the growth of its usefulness as a carrier are only matters of time. For the present, however, the flight of CURTISS is the uppermost topic in aeronautics. It was a splendid feat, successfully accomplished, with wonderful courage and skill, and it seems to make human flying more of a reality than hitherto it has been.

A ROOSEVELT MARE'S NEST.

We are sorry that Col. MOORE of Pittsburg is not satisfied with the arrangements made for the reception to Mr. ROOSEVELT in this city, and we regret still more that he should suspect that the reception has purposely been spoiled in advance by the treachery of the ex-President's pretended friends.

It is quite possible that the reception has not been planned on a scale proportioned to the reputation and popularity of Mr. ROOSEVELT. That could not have been done. The wide area of Greater New York from the Hudson to the Sound, from the upper Bronx to the sea, would not hold all the people who admire him and would like to take part in receiving him. All the committee in charge could hope to do was to arrange for a reception as representative as possible of the vicinity of New York with a few elements introduced from remoter regions, leaving the Nation to express itself as opportunities afford, which we may be sure will not be lacking. Perhaps something more could be done than has been provided for. Such movements are liable to be loosely organized and a little confused and patchy, but the ideas of the committee have, we think, been sound enough.

We especially desire to protest against Col. MOORE'S aspersions upon the motives of those in charge. If there be one thing certain in the political situation in this State, or in the Nation at large, it is that there are no working politicians trying to belittle Mr. ROOSEVELT, or to interfere with expressions of his popularity, or to steer him away from participation in current politics. There may have been some a year ago. The haughty group known as "The Old Guard" in Washington did not love him, and they were so confident in their power, with such aid as they could count on, positive or negative, from his successor, that they may have looked forward to his elimination and have been willing to promote it. They don't feel that way now. Some of them are putting off their armor with very different emotions from those with which they wore it a year ago. Their present hope, their only one, is that he will come to their rescue and stay the hands of their wrathful and aggressive enemies.

In the State of New York a like situation, greatly aggravated, exists. Mr. ROOSEVELT is about the only visible asset of the party. The organization is hopelessly rent and distraught. It has got into an attitude of bitter hostility to the Governor, and has split wide open in the process, and it has put it out of its power to take advantage of the Governor's retirement in October. It has offended and outraged the Governor's friends without being able to hold together its own followers. There is no Republican leader in the State [illegible] candidate for the leadership, unless Mr. ROOSEVELT assume the place or designate some one for it. The notion that any set of politicians in this State, or any single politician, can be found to try to obscure Mr. ROOSEVELT'S prestige or baffle the demonstration of the people's admiration for him is grotesque. It would be like drowning men cutting a life line.

But Col. MOORE sees the hand of the "predatory corporations" in the plans for the reception. They couldn't do anything if they wished, and they wouldn't if they could. They have had fifteen months of what is regarded by the extremists as a "conservative" Administration, from which they got the corporation-made tariff. They are neither proud nor happy over the net result. The tariff has bred deep division in the party in power, has made a revolution in the House more than probable, and defeat in 1912 possible. The Taft Administration is trying to make up for this disagreeable experience by extra rigor and vigor in the pursuit of corporations. The latter have no interest in opposing Mr. ROOSEVELT'S plans just now, whatever they may be, and we are quite sure that when the ex-President lands there will be no drawback to the acclaim with which he will be greeted.

MEMORIAL DAY.

There is some hope of fair weather for the best of our National holidays next to the Fourth of July, though May is likely enough to cling to its dubious record until the very end. The significance of Memorial Day happily grows on the popular mind from year to year, and its celebration throughout the country seems to increase in fervor and variety of observance. It has long been a day for private tributes to the memory of the dead as well as for public services in honor of men who gave their lives to save their country. It is no longer regarded as a day set apart to celebrate the heroism of the soldiers of one section of the country slain in combat with another section. It is now a genuinely National holiday, and no shadow of sectional antagonism mars its observance.

In one respect its celebration is more wholesome and inspiriting than that of Independence Day. For on Memorial Day we do not glorify our strength and fall to boasting of our inheritance. On the contrary the spirit of the day finds expression in gratitude and reverence.

SAVE CENTRAL PARK.

If the plans of Mr. JOHN PURROY MITCHEL, President of the Board of Aldermen, are to be carried out according to the interpretation of them by a small army of meddlesome sentimentalists, Central Park will soon be transformed into a huge dairy where supposably pure milk will be sold by the city at cost. The little ornamental lakes are to be filled with salt water, piped from the rivers, into which millions of tons of sewage flow daily, and their banks are to be lined with bathing houses. The greensward will be cut up into ball grounds and outdoor nurseries. The Park will be filled with merry-go-rounds, Ferris wheels, and free Punch and Judy shows.

Mr. MITCHEL has observed a large open space stretching from Fifty-ninth to 110th Street, from Fifth to Eighth Avenue, containing nothing much but trees, flowers, lawns, roads, bridle paths, and footpaths, and proposes to do something with it. Countless real estate speculators see the Park daily and yearn to do something with it in their line.

"Here is a church," said Mr. Wemmick, "let's get married." "Here is a park," say Thomas, Richard, and Henry, "let us make it something else. Let us build bungalows and beaneries, concert halls and canneries, gymnasia, hospitals, art galleries."

Central Park must be saved from all encroachment. It serves now exactly the purpose for which it was designed. It is a beautiful Park for all the people in the heart of a crowded metropolis. Keep out the invaders.

GET RID OF THE FLIES.

The house fly is no longer regarded with sentimental interest, nor is the annoyance it causes taken humorously. We know now that the fly is a pest, a menace to human life, and the steps now taking to exterminate it should be supported by everybody. The common fly that of old we were taught to regard as a symbol of humility and harmlessness carries infection wherever it goes. It poisons food and disseminates disease.

Dr. LEDERLE, the Commissioner of Health, urges the people of this city to help in suppressing the house fly. The sources that breed it, stables, muck heaps and garbage barrels, will be looked after by the health authorities. Kitchens and pantries should always be screened. The invasion of living rooms by flies should not be complacently tolerated. Every housekeeper can do something to rid the town of flies. Every hotel keeper should be compelled to do his share to abate the pest. The extermination of the fly will rid the world of much disease hitherto held to be unaccountable or wrongfully attributed to other causes.

If the imagination of M. HENRI ROCHEFORT had not so frequently run away with him we should have less hesitation in accepting his explanation of the bloodlessness of modern French duels, communicated to THE SUNDAY TIMES in a Marconi wireless dispatch. That the seconds arrange beforehand that neither duelist shall be hurt, that gunsmiths make pistols so that the bullets shall fall to the ground fifteen feet from the muzzles, and that when swords are used in a duel the successful adversary purposely wounds his opponent in the least dangerous manner, all sounds plausible. French duels certainly savor of opéra bouffe, but so, alas, does M. ROCHEFORT.

Of course the retail dealers in fireworks, including all the keepers of small toy shops and candy shops in the crowded tenement districts, will do all they can to have the restrictions against the sale of explosives removed. The object of the Fire Commissioner's order, however, is to protect human life. Fires in this city July 4, 1909, caused a loss of $25,000, four persons were killed by explosives and 884 wounded. Who can calmly contemplate such a cruel and reckless way of celebrating a National anniversary?

Doubtless there are already cemeteries enough within the city limits. Certainly the line must be drawn somewhere. The dead outnumber the living, but the living must have room to fulfill their destiny on earth. The custom of burial of the dead survives, but the cemeteries of the future must be further away from the homes of the living. The Mayor's approval of Assemblyman WILSNACK'S bill was well-considered.

The profits of erotic literature having fallen off in continental Europe, perhaps because of an oversupply in the market, D'ANNUNZIO is coming hither to lecture, bringing his blue silk pajamas and white silk toga. Most of D'ANNUNZIO'S books cannot be very freely discussed in mixed company, even in this era of social freedom, and the announced subjects of his lectures are not reassuring. The "blue silk pajamas" are no novelty in public exhibitions either. In the proud development of drama pajamas have been conspicuous lately.

The Frenchman who is coming here to teach us to be "exquisite dandies" (some pretty hopeless material he'll find, by the way,) will doubtless give us, if he is asked on his arrival, a sound opinion on the newly developed custom of men wearing ugly stiff straw hats on chilly and rainy May days. The ordinary straw hat has but one excuse for existence: it is more comfortable than felt in hot weather. A straw hat in a hailstorm is either a comical or a pathetic sight, according to the temperament of the observer.

After all, considering the huge population of this country, and the fact that European travelers come from every State of the Union, the statement of prospective sailings in the early Summer is not astonishing. Only 4,000 persons weekly will depart from this port during June, according to the estimates of the passenger agents. They will not be missed in the population. They spend a good deal of good American money abroad, to be sure, but the expenditure helps to make better American citizens of many of them. The broadened views, increased culture, and varied information gained in travel by its citizens constitute an asset of the Republic.

TOPICS OF THE TIMES.

Smuggling Done by the Rich.

An eminent psychologist recently declared, with something of plausibility and a good deal more of ingenuity, that most if not all travelers returning from abroad try to evade the tariff law because they are unable to personify the Government—in other words, cannot see either reason or right in paying money to what is for them a vague and intangible abstraction. The same scientist or another as adept in theorizing might well take up the question why so many people with large or enormous fortunes will buy without any apparent regard to cost, while in Europe, and then show, on landing, a desire to save money as keen as that of the tourist whose resources have been severely strained by the necessary expenses of his journey.

This manifestation of an economical tendency is particularly curious—and amusing or disgusting according to the observer's point of view—when it is seen in those whose millions are the result of the payment by other people, directly or indirectly, of the very duties which they seek, often successfully, to avoid. The convinced free trader is in a way consistent, and may be even conscientious, when he utilizes such opportunities as he finds for smuggling. He is in a state of open war with the whole theory and practice of tariffs, and has a colorable excuse for matching his skill at evasion against that of the customs collectors at the extortion he resents and condemns.

In commonest decency the protectionist, especially if he be one of protection's most generously fattened beneficiaries, ought to scorn resort to the smuggler's devices, and he should not press too hard the little exemptions and exceptions which still mar the harmony of the protective system. The richer they are, however, the more eagerly do they seek to find in the letter of the law a means of getting their own purchases in free, and when they cannot find one, then—well, almost daily the newspapers are telling what they do then, and the embarrassing consequences that follow when they are caught at it by the—or should we say an?—implacable Inspector.

The fact is, probably, that while some of us believe in protective duties, none of us likes to pay them or can easily appreciate that there is a difference between escaping them honestly and escaping them safely. Then again, it is temperament, not wealth, that determines the amount of satisfaction one takes in keeping money instead of spending it. That is one of the few joys which the rich fully share with the poor.

Volubility Turns to Silence.

Woman suffragists, usually so prompt with an answer to every attack and so rarely at a loss for either arguments or facts for use in counter-assaults upon their enemies, are preserving a painful silence in regard to the failure of Colorado's feminine voters to make their influence felt on the "dry" side in the recent Denver election. According to reports as yet undenied, the women of that city divided on the question about as the men did, and showed no more appreciation than they for its moral side—if it has one.

Now, that really is surprising—it is even amazing. So many women suffer so cruelly from the effects of intemperance, and so few of them, in comparison with men, at least in this country, are even moderately addicted to alcohol, that when privileged to vote they would naturally be expected to unite in practical unanimity for the suppression of the whole liquor traffic. The Denver women didn't. Not a few of them, again according to undenied report, worked openly at the polls for the saloon interest, and not enough of the others by ballot or persuasion worked the other way to prevent or to lessen the "wet" victory.

Of course the anti-suffragists are calling attention to this strange phenomenon, and they are derisively quoting the many claims that have been made as to the political uplift that will come wherever women are allowed to vote. We are not saying that there is no effective reply to these jeers; we are only saying that none has yet come to our notice and wondering what it will be when it does come. To be sure, most suffragists some of the time, and a few of them all the time, have been careful to base their claim for the franchise on abstract justice rather than on any special changes or improvements that would follow its extension to them. These need not be much troubled by the Denver episode, but the others should be, and apparently are. They know that the vitality, the enthusiasm, of woman suffragism have come from the assertions and the belief that it would make things very distinctly better, and first of all in just such matters as the sale of intoxicants—which is a vile and miserable business if there ever was one. Hence, we suppose, this silence, and therefore, too, would we be glad to see it effectively broken.

THE NEW AVENUE.

Proposes a Diagonal Street—Favors Mayor's Plan.

To the Editor of The New York Times:

The laying out of the new street proposed by Mayor Gaynor, to run between Fifth and Sixth Avenues, between Fourteenth and Fifty-ninth Streets, would seem to be inadvisable, for the principal reason that there would be no proper area of benefit to pay the cost of acquiring the land and laying out the same as a street.

Fifth Avenue would be somewhat injured, the property adjoining Fifth Avenue would be materially injured, and only the property adjacent to the new street would be benefited. It is doubtful whether this new street would relieve traffic, for the reason that Fifth Avenue, being settled and improved, would have a preference over the new street, which for years would be in a process of rebuilding.

Four out of five people desire to travel in a diagonal direction, rather than directly uptown or downtown. This is particularly true between Thirty-fourth and Fifty-ninth Streets on account of the location of Central Park, occupying the centre of Manhattan Island. Fifth Avenue at present accommodates a double traffic, the traffic of an up and down street, and further, the traffic which should be accommodated by a northeasterly street similar to Broadway. A new diagonal street, running from Thirty-seventh Street and Seventh Avenue, cutting through the corner of Bryant Park and extending to Queensboro Bridge Plaza, would have the effect of carrying much traffic, not only to the latter point, but would also divert traffic to all the other avenues, including Park Avenue, which would be usable at the point of intersection for surface travel. It would further serve as a route to travel to the Pennsylvania Station, and could be arranged to do away with the blocks now covered by inferior buildings between Thirty-seventh and Thirty-ninth Streets, Broadway to Seventh Avenue, which would much improve the aspect of this portion of the city. Running this street through the corner of Bryant Park would obviate the necessity of paying for part of the most valuable land touched by the new street, and, further, the new street would furnish a second approach to the new library.

Roughly, this improvement would cost, perhaps, one-fifth of the cost of the street first suggested. It would serve to relieve Fifth Avenue of traffic, and would be a convenience to the Yorkville section and the Borough of Queens. The area of benefit could with justice be made to include a very large portion of the middle section of the city, while under the other plan the area benefited would be very limited. The deflection could be made such as to avoid the few permanent buildings now erected in this section.

This new street would settle the long-contested controversy over the widening of Fifty-ninth Street, which would then be unnecessary, as it would provide an adequate outlet for the Queensboro Bridge.

WILBER C. GOODALE.

New York, May 25, 1910.

To the Editor of The New York Times:

In your editorial, "Hausmanniging New York," of to-day, you seem to assume that the taxing value of the property to be condemned for the new avenue will be lost to the city. A little consideration would show such a view to be erroneous. The people now occupying that property would seek a similar or even finer class of residences elsewhere in the neighborhood, probably between Sixth and Seventh Avenues, which would result in the erection of buildings on the blocks between those avenues superior to what now generally exist there, leading to very considerable increase in the taxable values along those blocks, many of which are now covered with old and dilapidated houses. Such enhancement would enable the owners to bear easily any assessment likely to be placed upon their property for the opening of the new avenue.

DENIS A. SPELLISSY.

New York, May 26, 1910.

While the Babies Must Suffer.

To the Editor of The New York Times:

We read in to-day's paper that "Bide-A-Wee dogs" are to have an automobile to take them to and from their country home. But here, when the scorching July days are with us, there are thousands of little babies who must suffer in the great tenements because there is no room for them in the "Fresh Air Homes," and often their mothers cannot afford the few cents it would cost to take them for one outing to the beach. The cost of the automobile which is going to be of such help to the dogs would send thousands of mothers and pale babies to the sea every Sunday of the Summer, or it would give a few days in the country to a great many. Then the stray dogs could go to the Rockefeller Institute, where they wouldn't be nursed back to health, but where they would be used in studying methods of checking diseases which cause such misery in our own family circles. One man or woman dying of cancer or a little child gasping its life away in the sultry days that are coming, suffers more than all the animals that are used in experimenting. Why nurse the stray dog and keep him alive? I don't think it's a kindness. Is it? KATHERINE DEAN ATTERBURY.

New York, May 23, 1910.

A Wrecked Fountain.

To the Editor of The New York Times:

I was pleased to read an item in this morning's TIMES concerning the Society of the New York Cold Water Fountains, and wish to call its attention to a fountain, long out of use, at the northeast corner of Third Avenue and Thirty-ninth Street. This fountain was erected by some one two years ago and gave unstinted cheer to man and beast for about three weeks. No one seems to know by whose order the water was shut off, but it is believed to be from a political motive. Inquiry at the S. P. C. A. headquarters failed to throw any light on the matter. Will this new society please see that the fountain, which was wrenched loose by boys and is now sometimes standing and sometimes lying, be put in order once more for suffering ones?

A FRIEND OF THE HORSES.

New York, May 24, 1910.

SUFFRAGISTS' MEMORIAL.

Why They Propose to Honor Dead Leaders on Decoration Day.

To the Editor of The New York Times:

I have read with amazement, indignation, and grief the protest of a leader of the anti-suffragists, Helen Kendrick Johnson, against the decoration of the graves of Mrs. Stanton and Miss Anthony on Memorial Day. Although one might pardon the bitterness of an antagonist, it is difficult to excuse the ignorance which would pen the following:

> It is said that the principal graves to be decorated will be those of Elizabeth Cady Stanton and Susan B. Anthony. What deeds of their patriotism and self-sacrifice will it commemorate? While their countrywoman were working with fervor and loyalty raising money, preparing stores, sending their nearest and dearest, nursing in hospital and field, these two suffragists did nothing of the kind. In 1863 they formed a petty organization which issued a few resolutions. * * * Had President Lincoln, with his superhuman task, received no more efficient support from American women than from these two who were leading the suffrage cause, his efforts would have failed.

Mrs. Stanton's bridal trip was to the World's Anti-Slavery Convention at London in 1840. The first time she and Miss Anthony ever met was at an anti-slavery meeting in Syracuse, N. Y., in 1851. From that time until the close of the civil war there never was a year in which they did not speak and work for the movement to eradicate slavery, and this required a courage and sacrifice that can hardly be realized at the present time. Miss Anthony's home was one of the "underground stations" on the road from the South to Canada. In 1856 the American Anti-Slavery Society engaged her as its organizer in New York, and from then until the beginning of the civil war she gave a large part of her time and strength to canvassing the State and arranging meetings for the "Garrisonians," at which she and Mrs. Stanton were among the speakers. In the Winter of 1861 these meetings in all the towns and cities from Buffalo to Albany were broken up by the mobs, and a number of times when all the men speakers fled from the platform Miss Anthony stood upon it alone unflinchingly and faced the hissing, yelling, and stamping of these drunken and infuriated mobs, and on more than one occasion the gleaming of knives and pistols. When they spoke at Albany the Mayor sat beside them with a revolver in his hand.

From the first to the last of the war Miss Anthony's only two brothers were in the army. Mrs. Stanton had no brothers.

In 1863 it became evident that even the proclamation of President Lincoln would not be sufficient for the emancipation of the slaves unless it was supported by such Congressional action as would amend the National Constitution. Congress was not willing unless authorized by a mandate of the people, and it was necessary to secure a monster petition. Immediately the political leaders called upon Miss Anthony to take charge of this great work. At once she took up her abode with Mrs. Stanton in New York and they issued a call for a "mass meeting of the loyal women of the Nation." In response an immense audience assembled on May 14 in Dr. George B. Cheever's famous Church of the Puritans. Miss Anthony called the meeting to order, and with a speech of highest patriotism nominated Lucy Stone for Chairman. Mrs. Stanton, Ernestine L. Rose, the Rev. Antoinette Brown Blackwell, and Angelina Grimke Weld were among the speakers. The Women's National Loyal League was formed, with Mrs. Stanton as President and Miss Anthony as Secretary. Another large meeting was held at Cooper Union in the evening and eloquent addresses to President Lincoln and to the soldiers were adopted.

Headquarters were opened in Cooper Institute, and here, under the leadership of Miss Anthony, was begun the tremendous task of circulating the petitions to Congress for an act which should forever abolish slavery. For fifteen months she never left her post. Her report the following May showed that 28,000 petitions had been sent out; that the league now numbered 5,000 members, and that branches had been formed in many cities. This is the "petty organization" referred to by Mrs. Johnson.

Miss Anthony began this vast work without the guarantee of a dollar; its cost far exceeded $5,000, and all of this was raised through her efforts. Among those who gave lectures to assist her were Wendell Phillips, George William Curtis, the Hon. William D. Kelley, Edwin P. Whipple, Theodore D. Weld, the Rev. Stephen H. Tyng, Mrs. Stanton, Frances Dana Gage, and Frederick Douglass. Subscriptions were received from Gerrit Smith, Jessie Benton Fremont, the Hovey Committee, Robert Dale Owen, and many others, and Henry Ward Beecher took up a collection in Plymouth Church, Lucy Stone came down from Boston to help, Mrs. Stanton gave every spare moment, and among other New York women who assisted was Mrs. Charlotte B. Wilbour, now so much loved by the clubwomen of this city.

During all these months Miss Anthony was in constant communication with Senator Charles Sumner, and big sacks of petitions were sent to him and distributed under his "frank."

The first installment of 100,000 names was presented by him to the Senate Feb. 9, 1864. By August the signatures had reached almost 400,000. Again and again Senator Sumner and Senator Henry Wilson wrote Miss Anthony that these petitions formed the bulwark of their demand for Congressional action to abolish slavery. Public sentiment had now become emphatic, and on Feb. 1, 1865, the Thirteenth Amendment was submitted for ratification.

Such is the briefest possible sketch of the work of Susan B. Anthony and Elizabeth Cady Stanton before and during the civil war. History will verify the statement that no other two women gave as great help to "President Lincoln with his superhuman task." Well may women on Memorial Day make a pilgrimage to their sacred graves and place upon them the flags they loved!

IDA HUSTED HARPER,
Chairman National Woman Suffrage Press Bureau.

New York, May 24, 1910.

ART AND NATURE.

Art Has the Upper Hand in the Ancient Struggle.

To the Editor of The New York Times:

I've been looking at a picture by a well-known artist and the more I look at art the stronger is my belief that Nature has got it skinned to the bone. At the same time I can but admire the artist who has the nerve to push art to the front and tell Nature to go out in the back yard and whitewash the fence. I am reminded of these sage conclusions by a picture now on exhibition in an art store window. The picture is duly labeled "Woodland Vaudeville," and its composition involves three bears and two human beings—one of them supposedly a nymph, though she is dressed almost like a lady, and the other a Cupid, in the usual attire of that careless little man. The party is in the woods, and while two of the bears look on in evident amusement, the third has a razor in his hand, while Cupid has the cup and brush and the nymph is holding the shaving-glass. Of course, all this is impossible in nature, but art has some rights, and let us give the artistic imagination a chance of disport itself. But why should the artist have made all his actors in the picture left-handed? The bear holds the razor in his left paw, the nymph has the glass in her left hand, and Cupid holds the brush in his left. Three left-handed individuals out of a bunch of five normal beings is too much, sure. Then why should the artist strain Nature in this unnatural manner? The reason is obvious to those who know the depths and ramifications of art. If the figures held the various implements of their act in their right hands they would have come between the observed and the observer, shutting off the perspective, so to speak. This being the case, art asserts itself, and rather than be obstructive of itself, demands that the artist make all his figures left-handed, and the artist complies, knowing that art is right and Nature is off her base, as it were. To the average observer, ignorant of art and still in his natural condition, this picture gives a feeling of twistiness and a sensation similar to that a fan would have if he saw a left-handed pitcher putting a ball at a southpaw batter with a left-handed catcher behind the bat, and most people, outside of art circles, know what that would be like.

In other respects the picture is fair enough, and the artist is to be especially commended upon not making the grass purple, the trees purple, nor anything else purple where Nature would abhor as it does a [illegible].

New York, May 25, 1910.

REPUBLICAN CAMPAIGN PLANS

Active Fight for Control of House Will Begin Aug. 15.

Special to The New York Times.

WASHINGTON, May 29.—The Republican Congressional Campaign Committee plans to open the campaign for the control of the House of Representatives Aug. 15. From then until the November elections the contest will be on in nearly every State in the Union.

Representative Loudenslager of New Jersey will have charge of the Eastern headquarters, with offices in New York. Henry Casson, Sergeant at Arms of the House, an experienced and able politician, will be in charge of the Western headquarters, with offices in Chicago. Mr. Casson will be assisted, as he was two years ago, by John C. Eversman, Secretary to Chairman McKinley of the Congressional Committee. Mr. McKinley will keep in touch with both headquarters and will go back and forth between the two.

In August the speakers are to be put on the stump and the battle begun. Thus far the work has been confined to sending out large numbers of speeches upholding the tariff law and otherwise defending the Republican Party, and to the efforts of Chairman McKinley to get a line on the situation in all districts which are looked on as in any way doubtful.

It is recognized by the leaders that the struggle this year will call for unusual exertions on the part of the Republican Congressional Committee. Every effort is going to be made to put a strong corps of speakers in the field.

The leaders are to a large extent, too, depending on ex-President Roosevelt. If he comes home, they say, and takes off his coat and goes to work for the election of a Republican House, then everything will be all right. Otherwise—but they do not permit themselves to be drawn into that phase of it.

President Taft is expected to make numerous speeches. Already he has written letters in aid of some of the Republican candidates, who are in difficulty. Trouble is looked for in raising funds. Some of the old timers, who are in political straits, and who have been out casting around for the sinews of war, have not found campaign contributors enthusiastic about "shelling out."

The Republican Congressional Committee will not get out its campaign literature except speeches until the session ends. Then the committee will take stock of the laws which have gone through and proceed to get up the campaign textbook and other persuasive material.

Chief emphasis will be laid on the tariff. Realizing that there is much protest against some phases of the tariff law, and that the Democrats are going to make the most of this issue in the campaign, the Republican leaders will put up the best defense of the law they can. The Democrats are going before the country mainly on the tariff, on the charge that the dominant forces in the Republican Party are allied with great special interests, on the charge of extravagance and on the House rules question. The cost of living will be hammered on to the utmost degree possible.

SUFFRAGE GAINS.

Smaller Majorities Against Amendment In Recent Years.

To the Editor of The New York Times:

Miss Alice Hill Chittenden's belief that the woman's suffrage movement in the United States has been checked by the organization of the New York and Massachusetts "anti" societies is not borne out by figures.

There are three States in which woman suffrage amendments to the Constitution were submitted to the voters before the "anti" societies were formed, and have again been submitted since. In every case the last vote was more favorable to equal suffrage than the first.

In the State of Washington, before the "anti" societies were organized, the suffrage amendment was beaten by a majority of 19,386. After the "anti" societies were formed it was submitted again, and was beaten by a majority of only 9,882.

In South Dakota it was submitted before the "anti" associations were organized, and was beaten by a majority of 23,610. It was submitted again after they were organized, and the adverse majority dropped to 2,285.

In Oregon the question has been submitted four times, once before the "anti" societies were formed and three times since then. On the first occasion woman suffrage got a smaller vote, both actually and proportionately, than it has ever received in Oregon since. In 1884, with no "antis" in the field, it was beaten by 28,176 to 11,223—nearly three to one. The worst vote it has ever had since was in 1906, when it was defeated by 58,670 to 34,853—much less than two to one.

Some people think that the growth of the suffrage movement is due to the "antis." I do not think so. Its growth was visible before the "anti" associations were formed as it has been since. Before the "antis" organized the question was submitted twice in Colorado and twice in Kansas. The first time in Colorado it was defeated, the second time carried. The first time in Kansas it got only 9,100 votes; the second time it got 35,302.

ETHEL C. AVERY.

Boston, May 13, 1910.

ANCESTRY OF THE QUEEN.

Her Father, Duke of Teck, Suffered Because of His Mother.

To the Editor of The New York Times:

Referring to the interesting article on the new Queen of England contained in THE TIMES of the 22d inst., a few words may be said regarding the status of her father, the late Duke Francis of Teck.

He was the only son of the Duke Alexander of Wurttemberg, who was born in 1804 and died in 1885.

This Duke Alexander was the brother of Queen Pauline of Wurttemberg, and on his father's side he was first cousin to King William I. of that country; to Queen Catherine of Westphalia, consort of Jerome Bonaparte; and to the two Emperors of Russia, Alexander I. and Nicholas I. That seems to be good kinship, indeed; good enough to satisfy even the haughtiest aristocrat. Besides that the uncle of Alexander, King Frederick of Wurttemberg, was the husband of the Princess Royal of George III. of England.

Since worthiness of descent is derived from the father, it is clear that if the late Duke of Teck was slighted on account of his mother it was due simply to narrow-minded prejudice. Morganatic ancestry is after all not always quite such an obstacle to advancement, as is evident in the case of the Princes of Battenberg.

Duke Alexander and his numerous uncles and cousins were all valiant warriors, and that is what the late Duke of Teck would have proved to be had he been given a chance. He was of the same blood as the Princes of Wurttemberg. In fact, his blood-relation to that family was such that but for the inadequate extraction of his mother he would have been the Crown Prince of Wurttemberg, inasmuch as the present King William II., has no male descendants and the Duke of Teck was next of kin.

W. ROMMELSBACHER.

New York, May 25, 1910.

THE FLIGHT OF CURTISS.

(Sunday, May 29, 1910.)

I heard its whirring motor as it flew,
Birdlike, above the Hudson's placid stream;
A moving speck against the cloudless blue,
A while it showed, then vanished like a dream.

The greeting cheers of upward-gazing men
Were answered by the steamboat whistles shrill;
Re-echoed from the Palisades; and then
Once more the Sabbath morn was calm and still.

A wondrous sight! and worthy to inspire
The mind with visions, wonderful and strange,
Of days approaching, when the frequent flier
At will shall through the upper regions range.

And he—the maker, of inventive mind,
Who, after years of patient toil and care,
Perfected it—what crowning joy to find
Himself the conquering hero of the air!

A sight, indeed, to rouse the soul inclined
To meditation! but one thought alone—
One futile wish was flashing through my mind—
Oh, that I had an airship of my own!

S. ADAIR STRAWBOSS.

SUNDAY SERVICES IN HONOR OF THE DEAD

Spanish War Veterans Parade to Church and Beat the Drums for Absent Comrades.

SONS OF VETERANS OUT

Army and Navy Union in Brooklyn Decorates Graves in the National Cemetery There.

At many of the churches and cemeteries of the city the observance of Memorial Day was begun yesterday. The statues of the generals famous in the civil war were decorated in the public squares and parades were held of veterans to attend special services. In the Bronx the day was marked by the unveiling of a monument in the deserted cemetery of the Old West Farms Presbyterian Church over the graves of several old soldiers who were buried there.

A large parade of United Spanish War Veterans formed yesterday afternoon at Broadway and 110th Street and marched to the annual service of the Manhattan Borough Council in the Church of St. Michael at Amsterdam Avenue and Ninety-ninth Street. District Commander Maurice Simmons and Post Commander John S. Adair were in command and 400 members, representing all the camps, were in line, most of them in uniform.

When they had taken their places in St. Michael's, the pulpit, lectrrn, and gallery of which were draped in American flags, the colors of Manhattan and Sergt. Hamilton Fish Camps were borne in to the note of the bugle. The service was fully choral, and the sermon was preached by the Rev. Albert H. Hind. After the benediction the roll of the comrades who had died during the last twelve months was called. Seven had died, and as each name was called the answer "Absent" was returned and the drums beat a roll. With the sounding of "taps" the service came to an end. Another memorial service was held for the Spanish War Veterans in the evening at the Fulton Theatre, Brooklyn.

Monument to Soldiers Unveiled.

A monument to twenty soldiers who were killed in the civil war was unveiled yesterday afternoon in the cemetery of the old West Farms Presbyterian Church, at Bryant Avenue and 180th Street. A parade to the cemetery was formed at the Second Battery Armory, Bathgate and Tremont Avenues. On a gun carriage was carried the body of David Palzegraf, a New Jersey cavalryman, who was killed early in the war. It was lowered into a grave near the monument as a salute was fired.

The exercises were in charge of the Oliver Tilden Post No. 26 of the Sons of Veterans, and the singing was by the children of School 32, under Miss Margaret Tunney. Prayer was offered by the Rev. Charles F. Mallory, former minister of the West Farms Church, and the unveiling of the monument was by Miss Fannie Parsons, President of the Women's Relief Corps of the Tilden Post. Capt. Charles E. Baxter transferred the monument to the Bronx Memorial Committee of the Grand Army of the Republic.

The old West Farms Church was abandoned soon after the end of the civil war, and the graves of the soldiers became overgrown. In 1896 the attention of President Roosevelt was called to this, and the War Department took action. Bronx residents were also interested, and a monument fund was collected. However, Bryant Avenue had to be cut through the old graveyard, and the bodies were transferred to near the site of the new monument. The plot surrounding the monument for 100 feet has now been set aside for soldiers' graves.

Ceremonials in Brooklyn.

In Brooklyn the Army and Navy Union decorated with appropriate ceremonies the graves in the National Cemetery at Jamaica Avenue. A special guard of honor was supplied at the reviewing stand by Farragut Squadron, United States Veteran Navy, and a national salute was fired by the Second Battalion, State Naval Militia.

In the parade the Army and Navy Union's garrisons formed the First Division, and the camps of the Spanish War Veterans the Second. It was reviewed by ex-Alderman Reginald S. Doull, and the Rev. J. Edward Young of the Bedford Presbyterian Church made the address.

The Farragut Statue in Madison Square was decorated yesterday by the survivors of the Admiral's fleet in the civil war. Commander H. J. Kearny, late of the United States ship Portsmouth, officiated, and the address was delivered by Shipmate George Blair, late United States ship Kennebec. Representatives were also present of the crews of United States ships J. C. Kuhn, Pensacola, Richmond, Hartford, and Brooklyn.

Among the Memorial Day sermons preached yesterday was one by the Rev. Oscar Haywood, pastor of the Baptist Church of the Covenant, West Thirty-third Street. Mr. Haywood is a Southerner, and he spoke of the union of all sections of the country at the present time. He said in part:

"The first American soldier killed in the war with Spain was the son of the first Confederate officer killed in the war betwen the States. United now, we can face our problems with courage and confidence. As a representative of the South, I would say that what the South wants is co-operation, and welcomes every contribution that the North makes in the right spirit looking to the amelioration of the peculiar and difficult conditions prevailing there."

Spirit of the War Days.

At the Church of the Divine Paternity, Central Park West and Seventy-sixth Street, the Rev. Dr. Frank Oliver Hall referred to the spirit which prevailed in war time in the North.

"Bounty jumpers," said he, "were hanged to the nearest tree and riddled with bullets. If we had the spirit of the soldier we should deal likewise with bribe givers and takers, the men who sell franchises, officers unfaithful to their trust, the bounty jumpers of peace. The man who thrusts a lie or a bribe into the life of the country is as much a traitor as Benedict Arnold."

A number of G. A. R. posts attended last night the service at the Metropolitan Temple, Fourteenth Street and Seventh Avenue. The pew occupied by Gen. Grant was draped in American flags. The John A. Dix Post carried the original flag of the revenue cutter McClellan which, when the Southern Captain threatened to haul down, brought forth from Gen. Dix the order:

"If any man attempts to haul down the American flag, shoot nim on the spot."

In addressing last night in the old Fifth Avenue Presbyterian Church, near Twelfth Street, seventeen members of Washington Post, G. A. R., the Rev. William S. Hubbell reminded the congregation that at the outbreak of the war the feeling in the North was still divided. It was the attack on the Sixth Massachusetts, he said, in Baltimore which crystallized sentiment.

The Confederates of New York.

"When that regiment passed through this city," he went on, "there were hundreds of Confederate flags in stock in business houses ready to be unfurled at the right moment. I had given to me by the editor of one of New York's great dailies one of those flags, which he had on hand to display from his window. I kept that flag until recently, but there was never any occasion to display it after the memorable march of the Massachusetts Volunteers."

With large crowds looking on, children led by Mrs. C. L. Morehouse of Manhattan yesterday took part in a pretty tribute to the memory of Hiram Cronk, the last soldier of the war of 1812, and other departed patriots, whose graves are in the National Cemetery, Cypress Hills, Brooklyn.

Aged veterans and their younger comrades stood by with uncovered heads in ranks while the girls and boys sang patriotic songs and then placed flowers on the mounds.

Mrs. Morehouse, standing by "Mount [illegible]," where her ancestor, Hiram Cronk, is buried, spoke in eulogy of the [illegible]. The services began at [illegible]

TO CHANGE MEMORIAL DAY.

G. A. R. Encampment Will Also Consider Abolishing It Entirely.

BOSTON, May 29.—Asserting that it is better not to observe Memorial Day at all than to make it a Fourth of July, Commander J. Willard Brown, of the Massachusetts Department of the Grand Army of the Republic, in a statement issued today, declares that a resolution for changing or abolishing Memorial Day will be introduced at the next National Encampment of the G. A. R. at Atlantic City.

The substitution for the present holiday of a Memorial Sunday, to be designated annually by the Commander-in-Chief of the G. A. R., is to be suggested at that time.

Commander Brown would have the present Memorial Day given over entirely during the forenoon hours to veneration of the dead, then when the flag is sent to the peak at noon sports and other pastimes might be properly taken up. Such a day would satisfy the Grand Army men, he says, and the enactment of any law which would have this effect would be preferable to abolishing the day.

BOY SCOUTS IN THE PARADE.

With Full Field Equipment They Are Assigned a Place in the Line.

For the first time since their organization the Boy Scouts will parade through the streets of New York to-day. Col. Peter S. Bomus, Commander-in-Chief, has ordered the First Battalion into line for the Memorial Day parade. The boys will carry their full field equipment, including wireless outfit and surveying instruments.

The rendezvous will be Seventy-fourth Street and Central Park East. They will meet there at 8:45 A. M. and swing into their place in the line.

Col. Bomus will be on the reviewing stand when the parade passes.

NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, R. I., May 29.—Mrs. Vanderbilt has returned to New York, having directed the opening of the Breakers where she will entertain her son-in-law and daughter, Count and Countess Széchényi later in the Summer.

Mr. and Mrs. Harry Payne Whitney are to arrive early in July. Their villa is being prepared for them.

Reginald C. Vanderbilt will make his first horse show exhibit of the Summer in Plainfield next week. He has shipped a carload of horses from Sandy Point farm.

Assistant Secretary of the Navy Beeckman Winthrop and Mrs. Winthrop arrived from Washington to remain until Thursday. The Secretary will deliver the opening address at the Naval War College on Wednesday morning.

Commodore and Mrs. Arthur Curtiss James arrived to-day from New York on the flagship Aloha II. Commodore and Mrs. James looked over their new villa and entertained a luncheon party during the day.

James J. Van Alen, who arrived Saturday evening, left for Canada this evening for a fortnight of fishing. After that Mr. Van Alen comes to Wakehurst for the Summer.

For the first time in some years every residence in Ochre Point will be occupied this Summer, among the residents being Mrs. Vanderbilt, Mr. and Mrs. John J. Wysong, Mrs. Robert Goelet, Mrs. Ogden Goelet, James J. Van Alen, Mr. and Mrs. John R. Drexel, Mr. and Mrs. Henry Symes Lehr, Mr. and Mrs. John Thompson Spencer, Colonel John Jacob Astor, Mr. and Mrs. William Woodward, Mrs. J. Fred Pearson, Mrs. James P. Kernochan, Mr. and Mrs. Charles Pierpont, H. Gilbert, and Mrs. H. McK. Twombly.

Edward J. Berwind and Ogden Mills will return to New York to-morrow night.

L. Edward Frith and Miss Louise F. Frith of New York are visiting Mr. and Mrs. F. P. Garretson.

Mr. and Mrs. Amory Hollingsworth of Hyde Park, Mass., have returned to their home after a visit here. They have taken a cottage on Greenough Place for the season. Mrs. Hollingsworth was Miss Evelyn Parsons of New York.

Mr. and Mrs. Gibson Fahnestock have gone to Washington to attend the wedding of their son, Snowden Fahnestock, who weds Miss Elizabeth Berton in Washington next Wednesday.

Mrs. William H. Sands returned to New York this evening.

James B. Townsend has concluded his Newport visit and returned to New York.

Lispenard Stewart went to New York to-night, returning to Newport for the season on Thursday.

HOT SPRINGS ACTIVITIES.

Special to The New York Times.

HOT SPRINGS, Va., May 29.—For an hour this afternoon, following luncheon, there was a constant stream of carriages departing from the Homestead, while a score or more of riders started out for the different trails.

Robert Waller and a saddle party, including the Misses Elizabeth McCormick and Katherine Farwell, took the Delafield trail to the mountain top and then rode over the ridge seven miles to Flag Rock. Other riders out were Justice J. W. Gerard, who joined friends at the Homestead this morning; Mrs. George Grant Mason, Miss Margaret Mason, the Misses Emma Brewer, Elizabeth Shepard, and Carlissa Nichols, Col. M. W. Peters, Dr. Guy F. Whiting, and R. Hall McCormick.

At the Fassifern Farm, Mr. and Mrs. T. S. Frick were entertained at a luncheon given by George J. Gibson. E. L. Raynor was a host complimentary to Mr. and Mrs. William Armistead Lane. Mrs. B. M. Taylor entertained a buckboard party for her daughter, Mrs. E. H. Symington, and Mr. and Mrs. Eugene A. Philbin, and Mr. and Mrs. William R. Martin were among others at luncheon as Fassifern Farm.

There were several informal teas in the villa colony, among those entertaining being Mrs. W. H. Jackson, Mrs. George Gunton, Mrs. Frederick Sterry, and the Misses Whiting.

In the driving throng on the Boulevard this afternoon were Mrs. Alexander Van Rensselaer, Mrs. M. V. R. Johnson, Mr. and Mrs. Robert Kelso Cassatt, Mrs. Fenelon C. Cattus, and Mrs. W. E. Earle.

Arrivals to-day at the Homestead were: Mrs. M. E. Claussen, David H. Taylor, M. Ryerson Turnbull, J. R. Chamberlin, and J. M. Woodruff of New York, Lawrence Lewis of White Sulphur, Mrs. E. C. Means, Miss Means, and Master Means of Low Moor, Miss Alfreda Shipleigh of Cincinnati, and George E. Van Hagen of Chicago.

IN THE BERKSHIRES.

Special to The New York Times.

LENOX, Mass., May 29.—Hotels and garages are filled to their capacity tonight. It is estimated that there are 2,000 to 3,000 tourists in the hills. The perfect weather and good roads sent hundreds of motors into the Berkshire resorts.

Mr. and Mrs. Charles Cary Rumsey made a long motor trip, going to Williamstown through Pittsfield and Lanesboro.

Mr. and Mrs. Edward A. Maurice, who have been in Pittsfield, have gone to New York.

Mr. and Mrs. H. M. Baruch, Dr. and Mrs. V. F. Parker, and Mr. and Mrs. A. G. Sayles of East Orange are at the Maplewood in Pittsfield.

Mr. and Mrs. John H. Spoor, who are at their country estate in Pittsfield, will sail June 8 on the Lusitania.

Mr. and Mrs. George S. Draper of Hopedale, Mass., Mr. and Mrs. W. F. Warren, Miss Harriet K. Well, and Henry W. Lee have arrived at the Curtis Hotel.

Mr. and Mrs. Joseph H. Choate and Miss Mabel Choate are at Naumkeag, in Stockbridge, for the season.

Mr. and Mrs. W. D. N. Perrine, Mr. and Mrs. Jesse L. Livermore, Mr. and Mrs. Irving Brownell, Mr. and Mrs. Curtis P. Brady, Mr. and Mrs. Walter Ostrander, and Mrs. Barton Sewall have arrived at the Hotel Aspinwall.

Mr. and Mrs. Richard C. Dixey have William W. Hoffman and Kenneth Budd as their guests at Tanglewood. Mr. and Mrs. Dixey's dinner guests to-night included Mr. and Mrs. Newbold Morris, Mr. and Mrs. William P. Blake, and Timothee L. Adamoski.

Alfred R. Shattuck has arrived at the Curtis Hotel.

Mr. and Mrs. Herbert B. Shaw are [illegible] and Mrs. Sparkman Shaw [illegible]

100 WOMEN FAINT AT MARINE MASS

Overcome by the Crush and the Heat—Guardhouse Turned Into a Hospital.

30,000 SPECTATORS THERE

Largest Crowd in the History of the Annual Memorial Celebration in Brooklyn.

The open-air military mass, which is held in the grounds of the Flushing Avenue, Brooklyn, barracks of the Marine Corps every year on the Sunday before Memorial Day, was celebrated there yesterday, and those in charge said that never before since the mass became an established custom has such a crowd assembled. The crowd was estimated at more than 30,000 persons, of whom nearly one-half were members of uniformed organizations.

So great was the crush and so hot was it in the marine inclosure that more than 100 persons, mostly women, were overcome, and at least 75 had to be assisted to the marine guardhouse, which became a temporary hospital, where they were attended by the Naval and Marine Surgeons. Lieut. Thomas Barry, U. S. M. C., who was the Officer of the Day, had charge of the hospital, while the medical end was looked after by Surgeons Matthews, Clark, and Ambrose, all of the staff of the Naval Hospital, on Flushing Avenue.

The parade grounds on which the mass was celebrated were beautifully decorated. American flags fluttered all about the yard, while streamers from which flew the signal flags of the international code gave an added beauty to the scene. The altar, which was furnished by the Long Island Chapter of the Knights of Columbus, was banked with floral pieces, the gifts of the various organizations that took part in the ceremony.

The Rev. Father Matthew C. Gleason, U. S. N., Chaplain of the U. S. battleship Connecticut, the flagship of the Atlantic fleet, was the celebrant of the mass. The Rev. Father Thomas F. McGlonen, rector of St. Ambrose's Church, Brooklyn, was the deacon, and the Rev. Father Francis J. Sullivan, rector of St. Ann's Church, Manhattan, was the sub-deacon. The master of ceremonies was the Rev. Father John F. Nash, rector of the Church of the Sacred Heart, Brooklyn, while Father John P. Chidwick, who was Chaplain of the old battleship Maine, when that vessel was sunk in Havana harbor, in the Spring of 1898, preached the sermon.

Father Chidwick impressed upon his hearers their duty to the country. He said that while all love peace in times of peace, they should be ready to answer the call of their country when patriotism made it necessary to take up arms, and die for it if necessary. Just such patriots, he said, were the men whose memories they honored yesterday.

Among the organizations that participated in the ceremony were the Gloucester Camp of United Spanish War Veterans, various camps of the Grand Army of the Republic, the Knights of Columbus, the Sixty-ninth, Forty-seventh, and Fourteenth Regiments of the National Guard of New York, associations identified with the Police and Fire Departments of the city, and many organizations of women.

The music, as is always the case, was splendidly rendered under the leadership of some of the best-known conductors in the city. Most of the songs were patriotic, such as "My Country, 'Tis of Thee" and "The Star-Spangled Banner," during the singing of which the uniformed bodies stood at attention and the men civilians stood with bared heads.

The committee that had charge of the preparations was composed of John Fitzgerald, John Daly, John F. Dwyer, John J. Brown, Walter F. Allen, Bartholomew Hunt, Frank H. Wilson, Charles B. Montagriff, William Finn, William J. Corbett, F. J. McAllister, W. J. Burke, William McCauley, John Rabitt, and James S. Long.

MASS IN A TENT AT ARVERNE.

Services to Be Held There Regularly Through the Summer Season.

Mass was said in a circus tent at Arverne yesterday, when a newly organized congregation of four hundred persons gathered for the first service of a Summer series under the direction of the Church of St. Rose of Lima, of Rockaway Beach. The tent is 75 feet by 100, and it rests at Amstel Boulevard and Remingston Avenue. Three masses will be said there every Sunday until the week following Labor Day.

The celebrant of the mass yesterday was the Rev. Alexander T. Laudry, field secretary of the Catholic Church Extension Society of Chicago, the organization which sends the "chapel car" over railroad tracks to towns which have no regular church service. The land on which the tent stands was bought a year ago by the Church of St. Rose of Lima, and it is possible that a permanent church building will be erected there.

ROYAL DOCUMENTS ON SALE.

They Are Charles II.'s Accounts and Marriage Papers of Edward III.'s Son.

The original book of exchequer accounts of Charles II. for the period 1662-70, consisting of 252 folio pages, will be sold at Sotheby's in London on June 6. In this volume are recorded the various payments made for the army and navy, provisions for the House of Commons, the Coronation, for the poor of London, the Secret Service, the Judges, gifts from the King, the Master of the Revels, the officers of the Treasury, the household, for ammunition for the West Indian fleet, the great sewer at Charing Cross, for repairs at Windsor, Hampton Court, Chepstow, the King's stables at Reading, &c.

Among the names that occur are those of Samuel Pepys, Sir George Cartaret, the Earl of Sandwich, Sir John Maynard, the Duke of Cambridge, the Queen Mother, William Overton, chirugeon "for the cure of wounded soldiers in Jamaica"; the Duke of Albemarle, and the Earl of Northampton, "for demolishing the walls of Coventry."

In the same sale will be the original treaty of marriage between Edmund, Duke of York, fifth son of King Edward III., and Margaret, Duchess of Burgundy, daughter of the Count of Flanders, died Chateau de Dovorr, Oct. 19, 1364. The document is on a large sheet of vellum, in fine preservation, with a splendid impression of the seal of John of Gaunt, Earl of Arundel. This marriage was postponed and never took place. This treaty is fully recorded in Rymer's "Foedera."

There will also be sold the prorogation of the marriage of Edward III., "a notre Cit de Londres, 8 Jan., 1364," also on vellum and finely preserved. It has a beautiful impression of the seal of Edward III. attached. This prorogation is not recorded by Rymer.

Ask Help for Sick Children.

The Directors of the Sanitarium for Hebrew Children have issued an appeal for help to carry out their work at Rockaway Park. They state that last year was closed with a deficit of $4,000. The benefit conferred by the sanitarium upon babies, children, and mothers in the congested east side districts has been recognized as having reduced mortality and preserved the health of many who might have succumbed to unsanitary conditions. Subscriptions will be received by the Treasurer, Hezekiah Kohn, 333 Second Avenue.

HAMMERSTEIN PARIS PLAN?

Reports That He Will Produce Opera There—An Indefinite Denial.

Special Cable to THE NEW YORK TIMES.

PARIS, May 29.—Oscar Hammerstein, who is again at the Grand Hotel here, while his son Arthur is at the Chatham, is credited by some persons, who assert that they possess direct information, with an intention to indulge in the production of grand opera in Paris.

He did not make a very positive denial of the story when I asked him about it to-night at the Alhambra Music Hall, to which he had gone to see Lady Constance Stewart Richardson dance in semi-nakedness.

"I know nothing of it," he said. "I want to rest. I am tired. Oh! they are making bushels of propositions to me in Paris. I receive scores of them every day. Almost every theatre in Paris has been offered to me. No, I need a rest."

Nevertheless, the story has assumed very definite form. Mr. Hammerstein, it is said, feels that as the man who was most successful with French opera in America he can easily command the sympathies of the French public. Although it is a fact that he knows practically nothing of the French language, he has spent a good deal of time here in inspecting various playhouses which might be available if he really wanted to present grand opera. One of these is the Châtelet, where the Metropolitan Company is now giving its Italian season. With certain improvements this could be made into a fine modern opera house.

The rent for the Châtelet which was demanded of Mr. Hammerstein, it is said, was $150,000 a year. It is privately said also that he has considered the erection of an opera house in the Champs Elysées quarter.

FYLES FOR NEW THEATRE.

Son of Dramatic Critic Appointed Literary Director.

The new literary director of The New Theatre next season will be Vanderheyden Fyles, son of Franklin Fyles, the dramatic critic and writer. Report of his appointment to the post held last season by John Corbin were confirmed yesterday by his father. He will take up his duties immediately.

Young Mr. Fyles is a writer of short magazine stories. Recently he has been connected with Collier's Weekly. He is not a college graduate, but he prepared to enter Yale and changed his plans to go into newspaper work. His father is the author of "Cumberland, '61," "The Girl I Left Behind Me," "The Governor of Kentucky," "The Theatre and Its People," "A Ward of France," "Drusa Wayne," and other plays, books and stories.

The position of literary director of the New Theatre carries with it the responsibility of selecting plays for presentation, subject to the approval of a committee of executive heads. John Corbin, who had the post last year, was called upon to read several thousand manuscripts. He resigned just before the close of the season to devote himself to original literary work.

MISS GRISWOLD LEAVES STAGE

She Will Give Her Time to Organization of Home Clubs for Girls.

Grace Griswold, an actress who has been playing in the Chicago company of "Seven Days," has retired from the stage to devote herself to the organization of home clubs for girls working in painting, music, and the theatrical business. She was the originator of the Charlotte Cushman Club in Philadelphia, after which the Three Arts Club of New York has been patterned, and recently she organized a like club in Chicago which is to be a memorial to the late Mrs. Willard Adams.

Miss Griswold is Grace Griswold Hall in private life. She will spend the Summer and a part of next Fall and Winter in going from city to city interesting wealthy people in the plan. Her purpose is to found comfortable and sociable homes for young women who are making their own way in the world.

It is her idea to have the clubs entirely disconnected with theatrical life, and to have no theatrical manager interested in any way. Nor will donations from actresses be expected.

Miss Griswold was the first secretary of the Actors' Church Alliance.

Workers to Give a Shakespeare Play.

A performance of "A Midsummer Night's Dream" will be given at the New Amsterdam Roof Theatre on Wednesday and Thursday evenings for the benefit of the National Plant, Flower and Fruit Guild, of which Mrs. John Wood Stewart is President. The actors will come from among the industrial workers and the children living in the neighborhoods where the guild works. The office of the guild is at 70 Fifth Avenue, where the tickets may be obtained.

Will Act to Forget Her Trouble.

Mrs. Alice N. Inglesby of Boston has been engaged to appear in "Up and Down Broadway" at the Casino Theatre at the end of the run of "The Mikado." Mrs. Inglesby, who will use the name of Jean Inglesby on the stage, is the widow of George J. Inglesby of Brookline. She has never appeared on the professional stage before. She is undertaking theatrical work on the advice of her physician, who has directed her to find some occupation to relieve her mind of the depression she has suffered since the death of her husband. She will play a small rôle.

AMUSEMENT NOTES.

Marie Tempest has been summoned to London and will sail on the first steamer after the closing of "Caste" at the Empire Theatre next Saturday night.

Polaire, the French dancer, who is called the "ugliest woman in the world," will come to Hammerstein's Roof Garden this Summer, having reconsidered her refusal to keep her contract on account of the cows on the roof. She sailed on La Savoie from Havre last Saturday.

The new box office at the Academy of Music, constructed on the Fourteenth Street side of the building, will be opened on Thursday of this week for the sale of tickets for the opening of Corse Payton's stock company there on June 7.

RARE CONNECTICUT SERMON.

Preached After a Fatal Storm in New Lebanon in 1735—To be Auctioned.

A rare and early Connecticut historical item is the sermon preached by Eliphalet Adams, Congregationalist minister and pastor of the Church at New Lebanon, in that town on Aug. 31, 1735, after a severe storm. The sermon, in 12mo size, was printed and sold the same year by T. Green in New London. It bears this title: "God Sometimes Answers His People by Terrible Things in Righteousness. A Discourse, Occasioned by That Awful Thunderclap, Which Struck the Meeting House in New Lebanon, Aug. 31, 1735. At What Time One was Killed Outright, and Divers Others Much Hurt and Wounded, Yet Graciously and Remarkably Preserved, Together with the Rest of the Congregation, from Immediate Death. By Eliphalet Adams, M. A., and Pastor of the Church There."

This work is so scarce that it was not in the notable Connecticut collection of George Brinley, nor is it found in the American Book Prices Current. A copy in good condition and with the half-title will be sold at Anderson's on May 31.

EX-MAYOR HIBBARD OF BOSTON IS DEAD

Has Fatal Attack of Heart Disease in His Home at Dorchester.

FAILED OF RE-ELECTION

Successful Opponent Appointed Him Collector, but Civil Service Commission Withheld Confirmation.

Special to The New York Times.

BOSTON, May 29.—George A. Hibbard, who completed in February a two years' term as Mayor of Boston, fell dead of heart disease this afternoon in his house in Dorchester. The news spread rapidly and aroused unusual comment because of Mr. Hibbard's recent failure of confirmation when appointed Collector by his successful opponent, John F. Fitzgerald.

By the provisions of the new charter, the Mayor's appointments are subject to confirmation by the State Civil Service Commission. That body gives no reasons for its action in any case. Speculation has been active with regard to this particular appointment, the best opinion being that Mr. Hibbard's physical condition operated to his disadvantage. During his term as Mayor he was absent from the City Hall much of the time, owing to illness, and coincident with his failure before the Civil Service Commission came the announcement that he was afflicted with tuberculosis.

There are some, however, who hold that the Civil Service Commissioners may have seen in Mayor Fitzgerald's appointment a plan to repay a supposed political debt, looking upon Mr. Hibbard's independent candidacy for Mayor as the deciding factor in the contest.

Harry Fogarty, Mr. Hibbard's son-in-law, said to-night that he attributed the ex-Mayor's death to the action of the Civil Service Commission.

Mr. Hibbard was 44 years old and a tailor by trade. He served six years as Postmaster of Boston, resigning to become the reformers' candidate for Mayor in 1907. He died a poor man.

KILLED IN AUTO CRASH.

Mrs. Mary Kyle of Philadelphia Flung from Car Driven by Her Son.

LEBANON, Penn., May 29.—Mrs. Mary Kyle, mother of Dr. Christian B. Kyle of Philadelphia, died in a hospital here to-night, as the result of an automobile accident to-day near Annville, this county.

Dr. Kyle was driving, and had with him in the car Mrs. Kyle, his sister, and a nephew. Near Annville the steering gear broke, and the machine dashed into a tree. Mrs. Kyle was thrown against the tree, and received a fractured skill. The other occupants of the car were more or less injured. The car itself was completely wrecked.

Mrs. Kyle was hurried to a hospital here, but lived only a few hours.

AUTO RUNS DOWN A GIRL.

Doro Bernfeld's Leg Broken—Taken to Hospital in Motor Which Struck Her.

Doro Bernfeld, 18 years old, of 295 Stanton Street, was run over by an automobile in which were William J. Fleming, a merchant of 441 West 147th Street, and several friends, at 207th Street and Broadway yesterday afternoon. Her right leg was broken.

The Bernfeld girl was one of nine girls from the east side who were under the chaperonage of Fannie Turk of 122 Suffolk Street. They were returning from an outing along the Hudson River when the accident occurred. Mr. Fleming put the injured girl in his machine and took her to the Washington Heights Hospital. When he explained to the police that he was not at fault he was not arrested.

AUTO TOURIST HAS ACCIDENT.

Comes Safely from Wisconsin to Be Wrecked on Broadway.

The automobile tour of C. P. Smith of Neenah, Wis., was interrupted last night. Two hours after his arrival in the city from the West his machine collided with a Broadway car at Forty-first Street. Smith was hurled from the auto and escaped injury, but the machine was badly damaged. The chauffeur, John Geraghty, also of Neenah, was not hurt.

The car struck the auto upon the right side. The wheels on that side were broken, the mudguard torn off, and the tonneau was smashed.

The motorman explained to Policeman Sheffler that the auto shot in front of the car before he had time to stop, and the chauffeur admitted that lights dazzled him so he did not see the car.

TRAIN HITS AUTO—TWO DEAD.

Aged Couple Killed as They Were Returning from Decorating Grave.

RAVENNA, Ohio, May 29.—Mr. and Mrs. Samuel Barr, both 65 years old, were instantly killed here this afternoon when the automobile in which they were returning from decorating their daughter's grave was struck by an express train.

Mr. Barr was a well-known business man here, but had retired some years ago. The daughter whose grave he and his wife had been visiting was their only child, and died five years ago.

MAD AUTO DASH KILLS TWO.

Third Man Fatally Injured as Party Returns from Club Dinner.

WASHINGTON, Penn., May 29.—In trying, it is believed, to drive the 18 miles from Marianna to Washington in thirty minutes' time, a party of three men in an automobile were wrecked early to-day, two being instantly killed and the other fatally hurt. The dead are: John Datig, 30 years old, and Harry Wheatley, 37 years old.

Charles Babbett, aged 25, was crushed about the chest and is at Memorial Hospital, Monongahela, with no chances of recovery. The party left here late last night in Datig's car to attend a banquet at a club in Marianna. They had boasted at the banquet of having made the run of eighteen miles from here in thirty-seven minutes.

As they left the club on the return Datig is said to have declared that he would make the return trip in half an hour flat. A few minutes later the three men lay beneath the débris of the machine, which had crashed into the abutment of the Monongahela & Washington Railroad bridge near Marianna. It was nearly an hour later that the wreck was discovered by another automobile party.

CARRIAGE STRUCK BY AUTO.

Every One in Both Parties from New York Cut and Shaken Up.

A carriage carrying Stanley O. Wilcox, an advertising agent of 178 Lefferts Avenue, Brooklyn, with offices at 261 Broadway, Manhattan, and his wife and three-year-old child, Annette, was struck by an automobile, in which were Mr. and Mrs. Gilbert Robinson of 15 Old Broadway, New York; Ernest S. Randall of Freeport, Louis H. Green of 315 Fifth Avenue, and Edward Danners of 353 Fifth Avenue, on South Ocean Avenue, just outside of Freeport, L. I., yesterday afternoon. Everyone in both parties, including the driver and the chauffeur, was more or less cut and shaken up.

Mr. and Mrs. Wilcox were on their way to the Crystal Lake House, and the automobile party was headed for Woodcliff Harbor. When the driver of the carriage turned suddenly to the left into South Side Avenue, the automobile, going at a fair rate of speed, struck it from behind. The carriage was demolished. Mrs. Wilcox was lacerated in the arm and shoulder trying to save her baby, while her husband had his left leg and knee bruised. Mr. and Mrs. Robinson were cut by glass and the others were shaken up.

The injured were attended by nearby physicians.

DR. SCHECHTER DINED.

Three Hundred Guests Honor President of Jewish Seminary.

A dinner in honor of Dr. Solomon Schechter, President of the Jewish Theological Seminary, was given at the Hotel Astor last night. Three hundred diners attended, and felicitous speeches were made by Jacob H. Schiff, Louis Marshall, Dr. Schechter, Dr. Cyrus Adler of Philadelphia, and others.

Dr. Schechter came to the seminary from Cambridge University in 1902. He is 61 years old, and will take out his second papers as a citizen of this country. He is going abroad for his Sabbatical year.

GEN. C. B. COMSTOCK DEAD.

Distinguished Army Engineer Gained Fame in Civil War.

Brig. Gen. Cyrus B. Comstock, U. S. A., retired, who died on Saturday, was born at Wreatham, Mass., on Feb. 3, 1831, and was graduated from West Point on July 1, 1855, at the head of his class. He was for a time employed in the construction of fortifications in Florida and Maryland, and returned to West Point as Professor of Natural and Experimental Philosophy.

At the outbreak of the civil war he was assistant to the Chief of Engineers of the army and took part in the Peninsula campaign of 1862. In the Maryland campaign of 1862-3 he was chief engineer, and was engaged in the operations at Fredericksburg and Chancellorsville. He was senior engineer at the surrender of Vicksburg, chief engineer at the assault on Fort Fisher, and senior aid de camp to Gen. Ulysses S. Grant. From 1866 to 1870 he was aid to the General in Chief at Washington.

For some years after this he was employed in the survey of the Northern and Western lakes and in the improvement of the Mississippi River. In 1881 he became Lieutenant Colonel of Engineers with the brevet rank of Major General of Volunteers. In 1882 he was employed on the Board of Engineers and Fortifications and on river and harbor improvements. In 1884 he was elected a member of the National Academy of Sciences. He was also a member of the American Society of Civil Engineers and of the Loyal Legion, and wrote a work on the Primary Triangulation of the United States Lake Survey. He retired from active service in 1895, and was promoted to be Brigadier General April 23, 1901.

General Comstock married in 1869 Miss Elizabeth Blair and lived in this city at 124 East Twenty-seventh Street. He will be buried to-morrow afternoon at West Point.

Peter S. Gunderman.

NEWTON, N. J., May 29.—Peter S. Gunderman, a member of the Sussex County Board of Assessors and former Sheriff of the county, died at his home here of pneumonia. He attended a meeting of the board a week ago yesterday and took a cold, from which pneumonia developed. Mr. Gunderman was a veteran of the civil war, having served in Company D, Fifteenth New Jersey Volunteers. He was seriously wounded several times. He was a member of Samaritan Lodge, F. and A. M., of Sussex Borough, and Baldwin Chapter, R. A. M., of Newton. He was elected Sheriff in 1898.

HICCOUGHS PROVE FATAL.

Ex-Surrogate J. C. Church Succumbs After Paroxysms Lasting a Week.

Ex-Surrogate James C. Church of Kings County died at 9 o'clock last night at his home, 64 Eighth Avenue, Brooklyn.

Mr. Church had been ill for two weeks. For nearly a week he had been hiccoughing incessantly, causing a complete nervous breakdown and physical exhaustion. He had been suffering from kidney trouble, and it is believed that his health was further undermined by overwork.

James C. Church was one of the best-known of Brooklyn's lawyers, was born in Wickford, R. I., forty-nine years ago, but had spent most of his life in Brooklyn. In 1880 he entered the law office of Morris & Pearsall, in that borough, and was admitted to the bar three years after. For years he was active in Democratic politics, but never was a candidate of that party.

In 1901 Mr. Church, with others, organized the Brooklyn Democracy, an independent body, which joined in the Fusion movement of that year. He was nominated for Surrogate of Kings County on the Fusion ticket and was elected by a big vote.

While he held this office he worked successfully to have the Hall of Records in Brooklyn enlarged to its present size. After serving as Surrogate for six years Mr. Church was nominated in 1906 for Justice of the Supreme Court by the Independence League, but was defeated.

He was a member of the Brooklyn, Montauk, and Lawyers' Clubs.

The funeral will take place at his late home at 3 o'clock Wednesday afternoon, when the Rev. Dr. James M. Farrar, rector of the First Dutch Reformed Church, where Mr. Church was a deacon, will officiate. The burial will be in Greenwood Cemetery.

James F. Sullivan.

James F. Sullivan, a retired Chief Engineer of the United States Navy, died at his home, 58 Pulaski Street, Brooklyn, on Saturday. He was 74 years old. He was one of the few survivors of the gunboat Chenango, which was destroyed by a boiler explosion in New York Harbor in 1863. He leaves a wife, two sons, and a daughter.

Obituary Notes.

MABETT TRAVIS, the father of State Senator Eugene M. Travis, died at his home, 158 South Portland Avenue, Brooklyn. He was stricken with apoplexy four years ago, and had not been in good helath since. He was born in Amityville, L. I., in 1830. In 1860 he married Miss Adrianna Fleet. She died nine years ago. For a large part of his forty-six years' membership in the Hanson Place M. E. Church, Brooklyn, he was a trustee. Besides the Senator he leaves a daughter, Cora May Travis. Funeral services were held at his late home yesterday afternoon. The burial will take place in Babylon to-day.

Sister M. SCHOLASTICA, one of the oldest members of the Order of St. Benedict, died on Saturday in the house connected with St. Mary's Abbey in Newark. Sister Scholastica was born in Bavaria in 1833.

PETER McGUIRE, formerly of Newark, N. J., died Saturday night in Ridgewood, N. J., from Bright's disease. Mr. McGuire was born in Ireland and was 65 years old.

W. H. AUSTIN, a mining engineer, died on Friday in Mexico City of ptomaine poisoning. He was at the head of the Pacific Copper Company, which operates mines in the State of Guerrero.

JOHN G. FARRAR, one of the oldest Odd Fellows in the State, died on Friday night in Newburg, after a long illness. He had been a member of Highland Lodge of Newburg for sixty years.

WILLIAM A. HINDS, President of the Oneida Community, Limited, died yesterday at his home in Kenwood, N. Y. He was born at Belchertown, Mass., Feb. 2, 1833, and was graduated from the Sheffield Scientific School in 1870.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Born.

GOSSETT.—May 27, 748 Beck St., Bronx, to Mr. and Mrs. Louis Gossett, a daughter.

MENDEL.—May 26, 757 Kelly St., Bronx, to Mr. and Mrs. N. H. Mendel, a son.

ROSENTHAL.—May 22, 544 West 145th St., to Mr. and Mrs. N. Rosenthal, a son.

SCHLOSSER.—May 27, 1,826 Madison Av., to Mr. and Mrs. H. Schlosser, a son.

SOBEL.—May 24, 553 West 147th St., to Mr. and Mrs. J. Sobel, a daughter.

ULLMANN.—May 26, 400 Manhattan Av., to Mr. and Mrs. J. Ullmann, a son.

Married.

PYNE—JOHNSON.—On Saturday, June 28, 1910, by the Rev. Otis A. Glazebrook, D. D., at St. John's Church, Elizabeth, N. J., Helen Hastings Johnson, daughter of Mr. and Mrs. Theodore Johnson, to Francis Rogers Pyne of Elizabeth.

DE WITT—BOHME.—May 26, Sophie A. Bohme to James De Witt.

GOODMAN—STRATTMAN.—May 28, Elsie Strattman to Joseph Goodman.

HIRSHOWITZ—NEMLICH.—May 26, Pauline Nemlich to Isidore Hirshowitz.

RODEWALD—CLARK.—May 27, Kathleen Clark to Adolph F. Rodewald.

YOUMANS—FISKE.—May 28, Lilian P. Fiske to Dr. Vincent J. Youmans.

Died.

ANDERSON.—Suddenly, at Madison, N. J., on May 28, 1910, in the 69th year of his age, Dr. Calvin Anderson, husband of Mary Beuker Anderson, and son of the late Rev. William Anderson and Sarah Louise Ryerson. Funeral services will be held at Webb Memorial Chapel, Madison, N. J., on Monday, May 30, at 3:30 P. M. Interment private.

BLAKE.—On May 21, 1910, at Berkeley, Cal., William Phipps Blake of New Haven, Conn., in the 84th year of his age. Funeral services will be held at Centre Church, New Haven, Conn., on Tuesday, May 31, at 2:30 P. M. Carriages will meet train leaving Grand Central Depot at 12 M.

COMSTOCK.—On May 29, in New York City, Cyrus B. Comstock, Colonel Corps of Engineers' Brigade, General U. S. A., (retired.) Funeral at West Point on Tuesday afternoon. Detroit, New Orleans, and Washington papers please copy.

CULBERTSON.—Orie Culbertson. Services THE FUNERAL CHURCH, 241 West 23d St., (FRANK E. CAMPBELL BUILDING,) Tuesday, 10 A. M.

DENNY.—On May 27, 1910, Sophie Brown Dunnell Denny, wife of John T. Denny. Funeral services at her late residence, 7 West 52d St., on Tuesday morning, May 31, at 10 o'clock. Interment private.

GUNTHER.—Suddenly, on Thursday, May 26, at his home, Yonkers, Charles B. Gunther, husband of Henrietta Van Valkenburgh and son of the late John Charles Gunther, in his 62d year. Funeral services will be held at his late residence, Yonkers, on Monday morning, May 30, at 11 A. M. Carriages will be in waiting on arrival of the 9:50 A. M. train from Grand Central. Kindly omit flowers.

HOVEMANN.—On May 27, in his 57th year, Herman Hovemann, beloved husband of Pauline Hovemann, nee Koerner. Funeral will take place Monday, May 30th, 1:30 P. M., from his late residence, 150 East 55th St.

HOWARD.—Suddenly, on May 28, at Corona, N. Y., Thomas W. Howard, aged 74 years. Funeral services will be held at Union E. Church, Grand Avenue, Corona, on Monday evening at 8 o'clock. Interment Tuesday, 10 A. M., Flushing Cemetery. Oyster Bay papers please copy.

HOWELL.—On Friday, May 27, at her home, Westhampton Beach, L. I., N. Y., Lydia M. Howell. Funeral from her late residence on Monday, May 30, at 12 o'clock noon. Leave East 34th St. Station 8:30 A. M.

LOTH.—Joseph, beloved husband of Fanny Popper Loth, in his 83d year, on May 29, 1910. By his expressed instructions there will be no funeral ceremonies, other than the reading of the Masonic Ritual at his late residence, 519 West 150th St., at 8 P. M., Tuesday, May 31. Please send no flowers.

MORRELL.—At Mineola, May 27, Kate L. Valentine, wife of Henry C. Morrell, in the 65th year of her age. Funeral from All Saints' Church, Great Neck, L. I., Tuesday, May 31 at 3:30 P. M.

SCHLOSSOW.—On Sunday evening, Christina Schlossow, mother of Mrs. J. H. Morgan, 595 St. Mark's Av. Funeral notice later.

WHITTEMORE.—John Howard, in the 73d year of his age. Funeral at his late residence, Naugatuck, Conn., Tuesday, May 31st, at 2 P. M. It is requested that no flowers be sent. Interment at the convenience of the family.

BLACK.—Patrick, 178 10th Av., May 28. Funeral to-morrow, 9 A. M.

BYRNES.—John J., 416 West 29th St., May 28. Funeral to-day, 9:30 A. M.

COHN.—Rebecca, 446 Central Park West, May 28, aged 71. Funeral notice later.

COLGATE.—Martha, 133 West 118th St., May 25, aged 71.

CRIMMINS.—Thomas, 21 West 64th St., May 27.

DAVIS.—James, 365 Broadway, May 27, aged 74. Funeral to-day, 2 P. M.

DONLEAVY.—James J., 236 East 36th St., May 28. Funeral to-morrow, 10:30 A. M.

FLYNN.—Annie, 11 Leroy St., May 27. Funeral to-day, 9:30 A. M.

HICKS.—Catherine, 1,170 Lind Av., Bronx, May 28.

KRAEMER.—Edith V., 2,814 Morris Av., Bronx, May 28. Funeral to-day, 1 P. M.

LAMP.—Alexander, 1,610 Amsterdam Av., May 27. Funeral to-morrow, 11 A. M.

LENCK.—Samuel K., 340 East 143d St., May 28, aged 71.

MAHONY.—Daniel, 121 9th Av., May 28. Funeral notice later.

MANNING.—Bridget, [illegible] West 52d St., May 28. Funeral to-day, 1:30 P. M.

MEADE.—John, [illegible], May 28. Funeral [illegible]

MORRIS.—Isaac, 336 East 80th St., May 28.

MURRAY.—Julia, 314 East 91st St., May 28. Funeral to-day, 9 A. M.

PAHLKE.—Max, 242 West 12th St., May 27. Funeral to-day, 10 A. M.

POHL.—Adolph, 253 East 72d St., May 28, aged 73. Funeral private.

REILLY.—Ellen E., 223 East 71st St., May 28. Funeral to-day, 9:30 A. M.

SEIFERT.—Edward, 1,672 2d Av., May 28, aged 49. Funeral to-morrow, 1 P. M.

SIMPSON.—Frank J., 419 East 137th St., May 27.

SULLIVAN.—Stephen, 419 10th Av., May 27.

TRASK.—Mary, 1,548 1st Av., May 28. Funeral to-morrow, 2 P. M.

WEISS.—Susette, 159 East 121st St., May 28. Funeral private.

WELZ.—George, 437 East 14th St., May 27, aged 55.

Brooklyn.

CAIN.—William R., 803 Quincy St., May 28. Funeral service to-morrow.

DAND.—Jennie R., 1,141 58th St., May 26. Funeral service to-day.

GRAY.—James S., 65 Columbia Heights, May 27, aged 81.

HASSARD.—Richard, 593 6th St., May 28, aged 70. Funeral private.

HENRY.—James, 18 4th St., May 27. Funeral to-day, 9 P. M.

JOHNSTON.—Nellie B., 505 17th St., May 28. Funeral to-day, 10 A. M.

NEIDHART.—Oscar, 136 Utica Av., May 28, aged 56. Funeral to-day, 10 A. M.

PATHENHEIMER.—Philipp, May 27. Funeral 706 Grand St., to-day.

SMITH.—William H., 297 Stuyvesant Av., May 28. Funeral notice later.

TAYLOR.—Janet Y., 286 Carroll St., May 27, aged 86. Funeral service to-day.

WALSH.—John A., 72 Weirfield St., May 28. Funeral to-morrow, 2 P. M.

Long Island.

DICK.—Richard A., 54 Prospect Av., Long Island City, May 27. Funeral to-day, 2 P. M.

HOEY.—Bernard, Great Neck, May 27, aged 65. Funeral to-day.

JACKSON.—George, Elmhurst, May 27, aged 51. Funeral to-day, 2:30 P. M.

JONES.—Isaac P., Bay Shore, May 27, aged 80. Funeral to-day, 2 P. M.

PISBACH.—August, Astoria, May 28, aged 57. Funeral to-day, 2 P. M.

RHODES.—John Van A., Flushing, May 26, aged 47.

New Jersey.

ANDERSON.—George, Kearny, May 28, aged 62. Funeral to-morrow, 2 P. M.

ANKER.—Sydoma L., 69 Hillside Place, Newark, May 27, aged 11.

BACHMANN.—Theodor, 401 18th St., West New York, May 27, aged 50.

CURRID.—John F., 20 North 6th St., Newark, May 28.

JOHNSTON.—Veronica, 498 South Orange Av., Newark, May 28.

KELSALL.—James V., Belleville, May 28, aged 58. Funeral to-morrow, 2 P. M.

McGUIRE.—Peter, 10 Howard St., Newark, May 28. Funeral to-morrow, 9 A. M.

MACK.—Sister M. Scholastica, Newark, May 28, aged 77. Funeral to-morrow.

MORSE.—Otto, Newark, May 28, aged 73. Funeral to-morrow, 2:30 P. M.

O'NEILL.—Michael, 500 Ferry St., Hoboken, May 28. Funeral to-morrow, 9:30 A. M.

SULLIVAN.—Eugene A., 242 Communipaw Av., Jersey City, May 28. Funeral to-morrow.

WATTS.—George, 89 Hudson St., Newark, May 28, aged 50. Funeral to-morrow.

New York State.

URE.—Mary S., Port Chester, May 26, aged 69.

In Memoriam.

BYRNE.—Josephine, mass St. Patrick's Cathedral, Newark, N. J., to-morrow, 8 A. M.

CARROLL.—Rose, mass Sacred Heart Church, Newark, N. J., to-morrow, 8 A. M.

DATTELBAUM.—Minnie and Rachel, unveiling monument, Bayside Cemetery, June 5, 3 P. M.

DEVINE.—James, mass St. Aloysius's Church, Newark, N. J., to-morrow, 8 A. M.

DONAGHEY.—Anna, in memory of; died May 30, 1909.

ENGLE.—Joseph, unveiling monument, Union Fields Cemetery, June 5, 3 P. M.

FRANKL.—Julian J., unveiling monument, Mount Zion Cemetery, June 5, 11 A. M.

GRAVES.—Margaret J. P., mass Church of the Blessed Sacrament, to-day, 8 A. M.

HAVEY.—Peter, Sr., mass St. Bridget's Church, Newark, N. J., to-day, 9 A. M.

KEHRMANN.—Rachel, unveiling monument, Salem Fields Cemetery, June 5, 2 P. M.

LAZARD.—Felix, unveiling monument, Mount Hope Cemetery, June 5, 2:30 P. M.

LESSER.—Lazarus, unveiling monument, Bayside Cemetery, June 5, 2:30 P. M.

LEVY.—Jacob and Bertha, unveiling monument, Macpelah Cemetery, June 5, 2 P. M.

MALAMENT.—David H., unveiling monument, Mount Zion Cemetery, June 5, 2:30 P. M.

MANHATTAN COLLEGE.—Alumni Association, memorial services, Annunciation Church, to-day, 10 A. M.

MORRIS.—Pauline, unveiling monument, Bayside Cemetery, June 5, 3 P. M.

PINCUS.—George J., unveiling monument, Mount Nebon Cemetery, June 5, 3:30 P. M.

RAPHAEL.—Charles, in memory of; died May 31, 1909.

RIGER.—Ellen, in memory of; died May 31, 1907.

ST. ANDREW'S CHURCH.—Deceased members, mass to-day 10 A. M.

WHITTY.—James J., mass St. John's Church, Newark, N. J., to-day, 9 A. M.

CEMETERIES.

THE WOODLAWN CEMETERY is easily accessible by Harlem trains from Grand Central Station, Webster and Jerome Avenue trolleys, and by carriage. Lots $150 up. Telephone (4855 Gramercy) for Books of Views, or representative.
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CHAMPIONS DROP GAME TO CHICAGO

Bunched Hits Give Cubs 2 to 1 Victory — Cincinnati Loses Poorly Played Game.

Special to The New York Times.

CHICAGO, May 29.—Bunched hits and a sacrifice gave Chicago two runs and to-day's game, 2 to 1, with Pittsburg. The visitors' lone score was the result of Byrne's double to left, a sacrifice, and a sacrifice fly, which Hofman speared with one hand. They came close to tying the score in the last inning, when Miller opened with a double to right, and attempted to score from second on Flynn's sacrifice hit down the first-base line. A quick double play, with Archer, Chance and Cole participating, the latter covering home plate, caught Miller sliding home. All the visitors' hits were scattered. Ground rules were necessary. Score:

CHICAGO.	AB	R	H	PO	A	PITTSBURG.	AB	R	H	PO	A
Zim'r'n, 2b.	4	0	0	1	1	Byrne, 3b.	3	1	1	0	0
Sh'kard, lf.	4	0	0	2	0	Camp'll, cf.	3	0	1	3	0
Scholte, rf.	4	0	1	0	0	Clarke, lf.	2	0	1	3	0
Chance, 1b.	4	1	2	12	1	Wagner, ss.	4	0	0	1	0
St'nf'dt, 3b.	3	1	1	1	5	Miller, 2b.	4	0	1	3	4
Hofman, cf.	2	0	0	2	0	Flynn, 1b.	2	0	0	6	1
Tinker, ss.	3	0	2	3	5	Wilson, rf.	4	0	0	1	0
Archer, c.	3	0	1	5	1	Gibson, c.	2	0	0	5	1
Cole, p.	2	0	1	1	3	Camnitz, p.	3	0	0	2	4
Total	29	2	8	27	16	Total	27	1	4	24	10

Errors—Tinker, Miller.

Chicago ....0 2 0 0 0 0 0 0 x—2
Pittsburg ....0 0 0 0 0 0 0 1 0—1

Two-base hits—Campbell, Tinker, Byrne, Miller. Sacrifice fly—Clarke. Sacrifice hits—Hofman, Cole, Campbell, Flynn. Double plays—Steinfeldt and Tinker; Camnitz and Wagner; Archer, Chance, and Cole. Left on bases—Chicago, 5; Pittsburg, 6. Bases on balls—Off Cole, 4. Struck out—By Camnitz, 5; by Cole, 4. Wild pitch—Cole. Time of game—One hour and twenty minutes. Umpires—Messrs. Klem and Kane.

Batting Fest for St. Louis.

CINCINNATI, Ohio, May 29.—Cincinnati used four pitchers to-day, but could not stop St. Louis from scoring, as each was wild. Cincinnati hit Harmon hard, but Backman kept the hits well scattered. Rain stopped the game in the seventh inning for half an hour, and the field was miserable when the umpires ordered play after the shower. Score:

ST. LOUIS.	AB	R	H	PO	A	CINCINNATI.	AB	R	H	PO	A
Huggins, 2b.	4	4	2	6	3	Bescher, lf.	3	1	0	2	0
Ellis, lf.	5	1	2	4	0	Paskert, cf.	5	1	1	6	0
Oakes, cf.	4	1	1	4	0	H'blitz'l, 1b.	4	1	2	4	0
K'n'c'y, 1b.	5	0	2	2	1	Mitchell, rf.	4	1	1	2	1
Zacker, 1b.	0	0	0	0	0	Egan, 2b.	3	1	1	2	1
Evans, rf.	3	0	0	1	0	Lobert, 3b.	4	1	1	2	1
Phelps, c.	4	0	0	6	0	McLean, c.	4	0	2	6	0
Huls'itt, ss.	5	0	1	1	2	Clarke, c.	1	1	0	1	0
Mo'rey, 3b.	2	2	1	2	1	Downey, ss.	3	0	1	2	3
Betcher, 3b.	2	1	1	0	0	Rowan, p.	1	0	0	0	0
Harmon, p.	2	1	1	1	1	Castleton, p.	1	0	0	0	0
Back'an, p.	3	0	1	0	0	Fromme, p.	0	0	0	0	0
						Anderson, p.	1	0	0	0	0
						*Miller	1	0	0	0	0
Total	39	10	12	27	6	Total	35	7	9	27	6

*Batted for Castleton in the sixth inning.

Errors—Huggins, Bescher, (2,) Downey, Rowan.

St. Louis ....2 0 0 0 4 2 0 2 0—10
Cincinnati ....0 0 0 3 3 0 0 1 0—7

Two-base hits—Konetchy, (2,) Harmon, Hoblitzel. Hits—Off Rowan, 5 in 4 1-3 innings; off Castleton, 3 in 1 2-3 innings; off Fromme, 2 in 1 1-3 innings; off Anderson, 2 in 1 2-3 innings; off Harmon, 4 in 4 1-3 innings; off Backman, 5 in 4 2-3 innings. Sacrifice hit—Evans. Stolen bases—Mitchell, Lobert. Double play—Mowrey and Huggins. Left on bases—St. Louis, 9; Cincinnati, 9. Bases on balls—Off Harmon, 5; off Backman, 3; off Rowan, 2; off Fromme, 1; off Anderson, 3. Struck out—By Harmon, 1; by Backman, 4; by Castleton, 1; by Anderson, 2. Wild pitches—Harmon, 2; Castleton, Fromme, Anderson. Time of game—Two hours and twenty-five minutes. Umpires—Messrs. Rigler and Emslie.

AMERICAN LEAGUE.

Cleveland Defeats White Sox in Loosely Played Game by 4 to 3 Score.

CHICAGO, May 29.—Cleveland won a loosely played game from the White Sox here to-day by a score of 4 to 3. The local batsmen were puzzled before Falkenberg, who succeeded Berger in the fifth. The Sox got but four scattered hits off Berger. Cleveland did little hitting, but these were bunched early in the game, and Chicago's four errors aided in the run getting. Smith lasted but two innings, and was succeeded by Scott. The score:

CLEVELAND.	AB	R	H	PO	A	CHICAGO.	AB	R	H	PO	A
Graney, cf.	5	2	2	2	0	French, rf.	4	1	0	0	0
Krueger, lf.	2	1	0	2	0	White, cf.	4	1	1	1	1
Turner, ss.	4	0	2	1	2	Zeider, 2b.	4	0	1	3	0
Lajoie, 2b.	3	0	1	0	3	D'gh'ty, lf.	4	1	1	0	0
Flick, rf.	2	0	0	2	0	Gandil, 1b.	2	0	0	12	1
Stovall, 1b.	4	0	1	10	0	Purtell, 3b.	4	0	1	4	2
Bemis, c.	4	0	0	10	0	Bl'b'ne, ss.	3	0	0	2	5
Perring, 3b.	4	1	1	0	1	Block, c.	3	0	0	8	1
Berger, p.	3	0	0	0	3	Smith, p.	0	0	0	1	3
Falk'b'g, p.	1	0	0	0	0	Scott, p.	3	0	0	1	5
						*Payne	1	0	0	0	0
Total	32	4	7	27	9	Total	32	3	4	27	18

*Batted for Block in ninth inning.

Errors—Zerder, Gandil, Blackburne, Block, Stovall, Berger.

Chicago ....0 0 0 0 0 3 0 0 0—3
Cleveland ....1 0 2 1 0 0 0 0 0—4

Two-base hits—Graney, White, Perring. Hits—Off Smith, 4 in 2 2-3 innings; off Scott, 3 in 6 1-3 innings; off Berger, 4 in 5 innings; off Falkenberg, none in 4 innings. Sacrifice hits—Krueger, Turner. Sacrifice fly—Blackburne. Stolen bases—Graney, Perring, Berger, Purtell. Left on bases—Chicago, 5; Cleveland, 8. Bases on balls—Off Smith, 2; off Scott, 3; off Berger, 2. Struck out—By Scott, 1; by Berger, 1; by Falkenberg, 7. Time of game—One hour and fifty-five minutes. Umpires—Messrs. Evans and Egan.

Detroit Makes Eighteen Hits.

ST. LOUIS, May 29.—Detroit defeated St. Louis to-day by 13 to 4. The visitors scored when and as often as they pleased. Score:

DETROIT.	AB	R	H	PO	A	ST. LOUIS.	AB	R	H	PO	A
D. Jones, lf.	5	1	2	0	0	Stone, lf.	4	0	0	4	0
Bush, ss.	6	3	5	2	5	Hartzell, ss.	4	1	2	1	3
Cobb, cf.	5	2	2	2	0	Wallace, 3b.	5	2	3	0	5
Crawf'd, rf.	5	1	1	1	0	Griggs, 2b.	5	0	1	2	6
Del'h'ty, 2b.	5	2	2	1	3	H'fman, cf.	5	0	1	1	0
Mor'ty, 3b.	4	1	0	1	4	Schw'zer, rf.	4	1	1	1	0
T. Jones, 1b.	5	1	0	19	1	Newman, 1b.	4	0	2	15	0
Stanage, c.	1	0	0	5	2	Stephens, c.	4	0	2	4	1
Summers, p.	5	1	2	0	2	Graham, p.	1	0	0	0	1
Schmidt, c.	4	2	3	6	0	Kinsella, p.	0	0	0	0	1
						*Fisher	1	0	0	0	0
						Criss, p.	0	0	0	0	0
						Stremmel, p.	0	0	0	0	1
Total	45	13	18	27	18	Total	37	4	13	27	18

*Batted for Kinsella in eighth inning.

Errors—Hartzell, Griggs, Graham, Newman, (2,) T. Jones.

Detroit ....0 1 3 0 0 0 2 1 6—13
St. Louis ....1 1 0 0 2 0 0 0 0—4

Two-base hits—Hartzell, Bush, Wallace, Cobb, Griggs, Schmidt. Three-base hits—Griggs, Schmidt. Home run—Cobb. Sacrifice hit—Kinsella. Passed ball—Stephens. Stolen bases—Griggs, Schweitzer, (2,) Bush, Wallace, Summers. Hit by pitched ball—By Graham, (D. Jones.) Wild pitch—Graham. Base on balls—Off Summers, 4; off Stremmel, 2. Struck out—By Graham, 1; by Kinsella, 2; by Summers, 8. Hits—Off Graham, 8 in 2 1-3 innings; off Kinsella, 9 in 5 2-3 innings; off Stremmel, 5 in 2-3 inning; off Criss, 1 in 1-3 inning. Left on bases—St. Louis, 11; Detroit, 8. Time of game—Two hours and fifteen minutes. Umpires—Messrs. Dineen and Connolly.

EASTERN LEAGUE.

Newark Makes Great Finish and Defeats Providence.

Special to The New York Times.

PROVIDENCE, R. I., May 29.—With one man down in the ninth and the game practically on ice for Providence to-day, Sline went up in the air and was batted hard, Newark winning 6 to 5. Atz's error made the slaughter possible, as he had an easy double play that would have retired Newark without a tally. Up to the ninth the visitors got but three hits off Sline. Providence batted Lee off the mound in the third. Holmes and then Parkins filled out the next five innings while McGinnity pitched the ninth. The scores:

NEWARK.	AB	R	H	PO	A	PROVIDENCE.	AB	R	H	PO	A
Louden, ss.	4	1	1	1	2	Phelan, cf.	3	2	1	1	1
Ganley, rf.	4	1	3	0	0	Atz, 2b.	5	1	2	3	4
Schif'l'y, 2b.	4	1	1	1	8	Elston, lf.	3	0	0	3	0
Kelly, lf.	4	1	0	2	1	Hoff'n, rf.	3	0	1	2	0
Gettman, cf.	4	1	1	2	0	Collins, 3b.	3	0	1	3	1
Zim'an, 3b.	4	1	1	0	5	Court'y, 1b.	3	0	0	11	3
Agler, 1b.	3	0	0	15	1	Rock, ss.	2	1	1	0	6
Crisp, c.	2	0	0	1	0	Fitzg'ld, c.	4	1	0	3	0
Hearne, c.	3	0	0	5	1	Sline, p.	4	0	1	1	3
Lee, p.	1	0	0	0	2	Steele, p.	0	0	0	0	1
Holmes, p.	1	0	0	0	1	†Weld	1	0	0	0	0
Parkins, p.	0	0	0	0	0						
*Meyer	1	0	0	0	0						
M'Gin'ty, p.	1	0	1	0	0						
Total	36	6	8	27	21	Total	31	5	7	27	19

*Batted for Parkins in the eighth inning.
†Batted for Steele in the ninth inning.

Errors—Zimmerman, Atz.

Newark ....0 0 0 0 0 1 0 0 5—6
Providence ....1 2 1 0 1 0 0 0 0—5

Two-base hit—Sline. Stolen bases—Phelan, (2,) Collins. Sacrifice hit—Elston. Sacrifice fly—Elston. Double plays—Kelly, Louden, and Hearne; Atz, Courtney, Rock, Phelan, and Collins. Struck out—By Sline, 1; by Steele, 2; by McGinnity, 3. Bases on balls—Off Lee, 3; off Holmes, 3; off Sline, 1. Hit by pitcher—By Lee, (Hoffman.) Left on bases—Providence, 6; Newark, 2. First base on error—Newark. Hits—Off Lee, 4 in 3 innings; off Parkins, 1 in 1 inning; off McGinnity, 2 in 1 inning; off Sline, 7 in 8 2-3 innings; off Steele, 1 in 1-3 inning. Passed ball—Fitzgerald. Time of game—One hour and thirty-five minutes. Umpires—Messrs. Finneran and Stafford.

Deininger Aids Jersey City.

Special to The New York Times.

JERSEY CITY, N. J., May 29.—Deininger was the whole show in the game at West Side Park to-day between Jersey City and Baltimore. He fielded in great shape and scored two of the four runs, making the hit that sent in the winning run in the ninth. The score:

BALTIMORE.	AB	R	H	PO	A	JERSEY CITY.	AB	R	H	PO	A
Slagle, cf.	5	1	2	2	0	Clements, lf.	5	0	1	2	0
Goode, lf.	5	0	1	2	1	Dein'ger, cf.	3	2	2	4	0
Hall, 3b.	3	0	0	1	2	Hanf'd, rf.	4	0	1	0	1
Clancy, 1b.	4	0	0	5	0	Johnson, ss.	2	0	0	3	4
Nichols, ss.	3	0	1	2	2	Crooks, 1b.	3	0	0	9	3
Dunn, 2b.	4	1	1	1	2	Hanifan, 2b.	2	0	1	2	0
Russell, rf.	4	1	1	2	0	Esmond, 3b.	3	0	0	2	2
Byers, c.	4	0	1	10	2	Crist, c.	3	0	1	4	0
Malloy, p.	2	0	0	0	2	Merritt, p.	3	0	1	1	1
						†Milligan	0	1	0	0	0
						‡Spahr	0	1	0	0	0
Total	34	3	7	*25	3	Total	33	4	7	27	11

*One out when winning run was made.
†Batted for Crist in the ninth inning.
‡Batted for Merritt in the ninth inning.

Errors—Goode, Dunn, Byers, Johnson, (2,) Hanifan, Esmond.

Baltimore ....1 1 0 1 0 0 0 0 0—3
Jersey City ....0 0 1 0 1 0 0 0 2—4

Base on balls—Off Malloy, 6; off Merritt, 2. Base on errors—Baltimore, 3; Jersey City, 2. Left on bases—Baltimore, 8; Jersey City, 6. Struck out—By Malloy, 7; by Merritt, 3. Stolen bases—Deininger, Johnson, Hanifan, Hall. Sacrifice hits—Esmond, Hanifan, Hall, Johnson. Hit by pitcher—Hanifan. Umpires—Messrs. Halligan and Byrne.

At Montreal.

[illegible]

Here's hoping it's good weather on which to walk, or sail, or motor, or just play.

Stores closed to-day.

To-morrow, from our stock of everything men and boys wear we'll make good any gaps in your wardrobe which the holiday may disclose.

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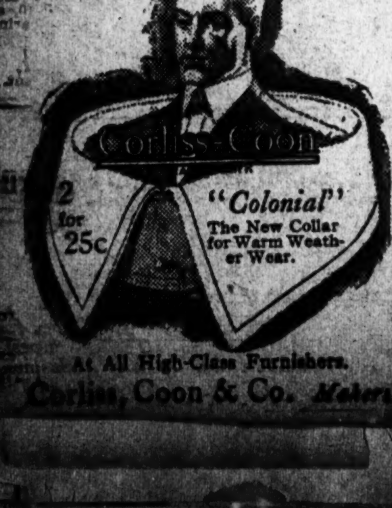

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BASEBALL

STANDING OF THE CLUBS.

NATIONAL LEAGUE.

Chicago, 2; Pittsburg, 1.
St. Louis, 10; Cincinnati, 7.

AMERICAN LEAGUE.

Detroit, 13; St. Louis, 4.
Cleveland 4; Chicago, 3.

EASTERN LEAGUE.

Newark, 6; Providence, 5.
Jersey City, 4; Baltimore, 3.
Montreal, 6; Toronto, 5.

NATIONAL LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Chicago	21	11	.656	St. Louis	17	19	.472
New York	20	14	.588	Philadelphia	18	17	.433
Cincinnati	18	14	.563	Boston	14	20	.412
Pittsburg	16	15	.516	**Brooklyn**	13	22	.371

AMERICAN LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Philadelphia	24	7	.744	Washington	16	19	.454
New York	20	10	.667	Cleveland	14	17	.453
Detroit	20	16	.556	Chicago	10	20	.333
Boston	17	14	.549	St. Louis	7	25	.219

EASTERN LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Newark	22	14	.611	Buffalo	17	15	.531
Toronto	20	14	.588	Baltimore	16	17	.485
Providence	15	13	.536	Montreal	11	18	.379
Rochester	17	15	.531	Jersey City	9	21	.300

SCHEDULE FOR TO-DAY.

NATIONAL LEAGUE.

New York at Philadelphia, (2 games.)
Boston at Brooklyn, (2 games.)
St. Louis at Chicago, (2 games.)
Cincinnati at Pittsburg, (2 games.)

AMERICAN LEAGUE.

Washington at New York, (10:15 A. M. and 3:30 P. M.)
Philadelphia at Boston, (2 games.)
Detroit at St. Louis, (2 games.)
Chicago at Cleveland, (2 games.)

EASTERN LEAGUE.

Newark at Jersey City, (A. M.)
Jersey City at Newark, (P. M.)
Baltimore at Providence, (2 games.)
Montreal at Buffalo, (2 games.)
Toronto at Rochester. (2 games.)

NEW WORLD'S RECORD FOR DAN AHEARN

Betters His Own Figures in Running Hop, Step, and Jump at P. O. Clerks' Games.

A new world's record was established yesterday at the games of the New York Post Office Clerks' Association held at Celtic Park, Long Island City. Dan Ahearn, who has been extending the mark for the running hop, step, and jump in almost every competition for the past year, exceeded his own figures by covering a distance of 51 feet 6¼ inches. The old record stood at 50 feet 2 7-10 inches. In yesterday's competition Ahearn on his first attempt came within a few inches of the record and his second try from the new take off for the jumping events netted him the record.

It was a record crowd for this year that saw the games. Every vantage point from which a view of the track might be had was thronged with people, the line extending all around the fence which incloses the running track, and for the most part it was from three to five deep. In the vicinity of the grandstand the press of people was so great that it was impossible to move about freely.

Not for a long time has the javelin event been on the programme of any of the athletic meets in this vicinity. There was a big list of competitors, drawn mostly from the athletes accustomed to compete in the weight events. Platt Adams of the New York A. C. carried away the honors, and for a time it was thought he had established a new American record. His performance was announced as such, the throw being 160 feet 2 inches. It was later brought out that the mark was 8½ inches behind the American figures.

One of the best races was the three-mile run, in which William Kramer of the Acorn A. A., holder of the National senior cross-country title, showed to the front, after having started from scratch. A number of the contestants were allowed handicaps, which were close to the 200-yard point, but Kramer worked his way through the field cleverly, and at the end of two miles was leading the athletes. He then began to draw away rapidly, his margin of victory being about 200 yards. The summary:

100-Yard Dash, Handicap.—Won by H. Kelly, Mohawk A. C., (8½ yards;) W. E. Conway, Irish-American A. C., (6 yards,) second; J. B. Waldman, Pastime A. C., (7 yards,) third. Time—0:10 1-5.

440-Yard Run, Novice.—Won by H. Miller, Mohawk A. C.; C. J. Doll, Mohawk A. C., second; E. Maner, Acorn A. A., third. Time—0:56 1-5.

100-Yard Run, Handicap.—Won by S. Aggen, Morris A. A., (55 yards;) E. Gillmore, Dominican Lyceum, (80 yards,) second; H. Schaaf, Irish-American A. C., (12 yards,) third. Time—2:14 1-5.

300-Yard Run, Handicap.—Won by H. W. Brown, McCaddin Lyceum, (16 yards;) N. Munro, Xavier A. A., (13 yards,) second; R. Frizby, Pastime A. C., (11 yards,) third. Time—0:32 2-5.

One-Mile Run, Novice.—Won by J. H. Donnelly, unattached; J. Brooks, St. Gabriel's A. C., second; J. J. Donoghue, Mohawk A. C., third. Time—4:53 3-5.

Three-Mile Run, Handicap.—Won by W. J. Kramer, Acorn A. A., (scratch;) F. Joyce, Mohawk A. C., (160 yards,) second; F. Masterson, Mohawk A. C., (120 yards,) third. Time—15:08.

One-Mile Relay, Handicap.—Won by East Side House, (20 yards,) with Block, Grandgerard, Garretson, and Hansen; Mohawk A. C., (scratch,) second, with Bell, Weiler, Smith, and Kelly; McCaddin Lyceum, (35 yards,) third, with Jones, Wallace, Collins, and Farengo. Time—3:31 4-5.

Throwing the Discus, Handicap.—Won by J. Duncan, Mohawk A. C., (10 feet,) with an actual throw of 128 feet 8½ inches; Martin Sheridan, Irish-American A. C., (scratch,) second, with an actual throw of 136 feet; D. F. Ahearn, Irish-American A. C., (15 feet,) third, with an actual throw of 108 feet 9½ inches.

Throwing the Javelin.—Won by Platt Adams, New York A. C., with an actual throw of 160 feet 2 inches; Martin J. Sheridan, Irish-American A. C., second, with an actual throw of 138 feet; Kostacos, Pastime A. C., third, with an actual throw of 136 feet 11 inches. New American record.

Running, Hop, Step, (or Two Hops,) and Jump, Handicap.—Won by D. F. Ahearn, Irish-American A. C., (scratch,) with a distance of 51 feet 6¼ inches; J. B. Wilkinson, Irish-American A. C., (3 feet,) second, with an actual distance of 45 feet 7¾ inches; Charles Doherty, St. Mary's T. A. C., (4 feet,) third, with an actual distance of 43 feet 4 inches.

100-Yard Dash, Handicap, Closed to Post Office Men.—Won by F. O. Hellman, Grand Central Station, (7½ yards;) A. Dougherty, Foreign Branch P. O., (7 yards,) second; S. E. Bishop, Registry Division, (6 yards,) third. Time—0:10 3-5.

600-Yard Run, Handicap, Closed to Post Office men.—Won by H. B. Gray, (15 yards;) J. Gardner, Grand Central Station, (10 yards,) second; A. Dougherty, Foreign Branch P. O., (24 yards,) third. Time—1:18.

One-Mile Run, Handicap, Closed to Post Office Men.—Won by F. W. De Baum, Grand Central Station, (scratch;) E. Eisenring, letter carrier, (50 yards,) second; Brown, Hudson Terminal, (70 yards,) third. Time—4:40 1-5.

Big Entry for Amateur Races.

With seven races a day scheduled for the amateur race and hunt meeting of the Country Club of Brookline, Mass., June 15 and 17, the biggest entry list in the history of the club has been announced. The best entry list is for the Country Club Grand Annual Steeplechase, about two and a half miles, to be run on the second day, twenty-two horses being nominated. The Brookline Steeplechase Handicap, about two and a half miles, has twenty entries; the Myopia Hunt Cup and the Middlesex Hunt Cup have fifteen each; the seven furlongs, for hacks and hunters, has seventeen, and four other races have from fourteen to fifteen entries each, the class of the horses ranging from crack steeplechasers to hacks. Allan Pinkerton, P. S. P. Randolph, F. A. Clark, Leonce Fuller, O. F. Fleischmann, Harry W. Smith, Mr. Chetland, M. L. Schwartz, and G. R. Tompkins are among the best known patrons of amateur cross-country sport who race on the New York tracks and are among the nominators.

Vanderbilt's Reinhart Wins.

PARIS, May 29.—W. K. Vanderbilt's Reinhart to-day won the Prix Arc des Princes at the Longchamps track. Mr. Vanderbilt's Bat's Delight finished third in the Prix Lupin, (Grand Produce Stakes,) a ten and one-half furlong event for three-year-olds.

Entries for Belmont Park Races.

FIRST RACE.—For two-year-olds; five furlongs.

	Pounds.		Pounds.
Rye Straw	122	Gunstick	119
Kormack	122	Heretic	119
Zeus	122	Fair Miss	119
Hingham	119	Bory	119

SECOND RACE.—National Stallion, for two-year-olds; five furlongs.

Naushon	122	Footprint	122
Semprolus	122	Babbler	119
Antenor	122		

THIRD RACE.—Grand National Steeplechase; two and one-half miles.

Sir Wooster	165	Rufus	142
Waterway	158	Rossfenton	138

FOURTH RACE.—The Belmont, for three-year-olds; one mile and three furlongs.

Sweep	126	Duke of Ormonde	126

FIFTH RACE.—Highweight Handicap, for three-year-olds; seven furlongs.

Sir John Johnson	129	Sandrian	107
Prince Ahmed	124	Royal Captive	102
Prince Gal	118	Arondack	102
Righteasy	112	Radium Star	100
Falcada	106	Rockstone	106
Zienap	100	Imitator	100
Also eligible—			
King James	140	Lad of Langden	104
Joe Madden	130	Casque	102
Firestone	130	Hampton Court	100

SIXTH RACE.—Selling, for three-year-olds and upward; one mile and a sixteenth.

Bob R	107	*Pretend	106
Rustem	98	*Acumen	98
*Sandrian	108	*Hampton Court	101

*Apprentice allowance claimed.

Connecticut League.

New Britain, 12; Waterbury, 3.
New Haven, 6; Springfield, 0.

American Association.

Kansas City, 5; Milwaukee, 4.
Columbus, 8; Louisville, 1.
Toledo, 7; Indianapolis, 2.
St. Paul, 2; Minneapolis, 1.

New York State League.

Elmira, 2; Albany, 1.
Troy, 5; Birmingham, 3.
Utica, 5; Scranton, 2.
Wilkesbarre, 3; Syracuse, 0.

BASEBALL. 2 games, morning and afternoon. N. Y. Amer. vs. Washington. American League Park. 1st game, 10:15 A. M.; 2d game, 3:30 P. M.—[illegible]

HARLEM REGATTA TO-DAY.

Many Oarsmen to Take Part in the Annual Aquatic Event.

The amateur oarsmen on the Harlem put the finishing touches on their six weeks of training yesterday in preparation for the forty-fourth annual regatta of the Harlem Regatta Association, which will be held to-day. While the event this year does not promise to be as large as in former years, there is keen rivalry between the different clubs, and a day of good aquatic sport is looked for.

Yesterday there was a large gallery along the river and on the bridge, and also at the different clubhouses watching the men in their last practice spins on the river. There is much speculation over the outcome of many of the races, although oarsmen were of the opinion yesterday that the Harlem Rowing Club, which has the largest number of entries, would carry off the honors of the regatta. Coach Naegle has had more men on the river than in former years, and has put in the largest number of entries ever received from a single club.

The races will be held off the Speedway course, all being one and a quarter miles straightaway. The schedule of events is as follows:

10 A. M.—Junior double sculls—Nonpareil Rowing Club, New York Athletic Club.

10:20 A. M.—Senior quarter-mile dash—Fred Fuessel, Harlem Rowing Club; Frank Shea, Sheepshead Bay Rowing Club.

10:40 A. M.—Junior four-oared gigs—Union Boat Club, Dauntless Boat Club.

11 A. M.—Junior quadruple sculls—Wahnetah Boat Club, Harlem Rowing Club, Hudson Boat Club, Nassau Boat Club, Nonpareil Boat Club.

11:20 A. M.—Junior single sculls—John Rogan, Sheepshead Bay Rowing Club; G. Waldo Smith, Jr., Nonpareil Rowing Club; E. F. Dempsey, Wyanoke Boat Club; John J. Hughes, Harlem Rowing Club.

11:40 A. M.—Junior eight-oared shells—New York Athletic Club, Nassau Boat Club.

12 M.—Senior double sculls—Fred Fuessel and Fred Shepheard, Harlem Rowing Club. (Post entries will be accepted.)

1:30 P. M.—Intermediate single sculls—Edward F. Hoffman, University Barge Club, Philadelphia; George H. Rogan, Sheepshead Bay Rowing Club; George W. Demarest, Atalanta Boat Club; William McCullum, Harlem Rowing Club; Joseph Thomson, Nassau Boat Club; C. Kusche, New York Athletic Club; Alfred Knierim, Wyanoke Boat Club; Edmund P. Livingston, Yale Boat Club, New Haven.

1:50 P. M.—Senior single sculls—Fred Shepheard, Harlem Rowing Club; Guy L. Belcher, Malta Boat Club. (Post entries will be received.)

2:20 P. M.—Intermediate double sculls—Union Boat Club, Harlem Rowing Club.

2:50 P. M.—Handicap senior singles—R. Krapp, New York Athletic Club, (5 seconds;) Guy L. Belcher, Malta Boat Club, (7 seconds;) Fred Fuessel, Harlem Rowing Club, (scratch;) John J. Ryan, Harlem Rowing Club, (15 seconds;) Frank Shea, Sheepshead Bay Rowing Club, (7 seconds.)

3:20 P. M.—Senior four-oared shells—Malta Boat Club, Philadelphia; Arundel Boat Club, Baltimore.

3:50 P. M.—Junior octopede—Harlem Rowing Club. (Post entries will be received.)

4:20 P. M.—Association single sculls—George Allison, West Philadelphia Boat Club; Robert Handy, Wahnetah Boat Club; Ira J. Emery, Metropolitan Rowing Club; R. B. Mann, New York Athletic Club; Garry Bryant, Ravenswood Boat Club; William McCullough, Harlem Rowing Club.

4:50 P. M.—Senior eight-oared shell—Wahnetah Boat Club, Seawanhaka Boat Club, New York Athletic Club.

ANOTHER POWER BOAT RACE.

Havana Y. C. Offers Cup and $1,000 for Next Year's Contest.

HAVANA, May 29.—President Gomez and his staff, Julio De Cardenas, Mayor of Havana, and many prominent officials and citizens attended the breakfast given at the Havana Yacht Club to-day in honor of the visiting yachtsmen. Commodore J. G. N. Whitaker of the Ilys announced that he had been requested by the Mayor to say that the City of Havana would give a cup valued at $1,000 and a cash prize of $1,000 for a race next year, and also that Perez de la Riva, President of the Havana Yacht Club, would give a cup valued at $1,500 and $1,500 in cash, at which there was great enthusiasm.

It was announced also that S. W. Granbery, the owner of the Berneyo, which won the race this year, would enter the return race to Philadelphia flying the colors of the Havana Yacht Club, of which Mr. Granbery is a member. This race probably will start on Saturday.

President Gomez and his staff returned to Havana on board the Ilys.

BREAKS TRACK RECORD.

Joe Buckley, Irish-American A. C., Takes Half Mile at G. A. R. Games.

Joe Buckley, the middle-distance star of the Irish-American A. C., running from scratch, defeated a large field of veteran cracks in the half mile special race which featured the annual memorial games of the Connecticut Grand Army Men's Athletic Association, yesterday, and broke the track record, which has stood for years. As the gun cracked Buckley shot off his mark and worked his way up on the field. He entered the stretch in third position. Opening out into a terrific sprint he passed his rivals, breasting the tape a winner by twelve yards in 2:00 over a very slow track, bettering the previous record, 2:01 1-5. J. P. Driscoll, the crack English runner, with eighteen yards handicap, finished second, and G. P. Whiteley, P. A. C., eighteen yards, third. The summaries:

100-Yard Dash, (Handicap.)—Won by R. Edwards, N. Y. A. C., (2 yards;) J. McCormick, P. A. C., (8½ yards,) second; L. P. Stevens, unattached, (5½ yards,) third. Times—0:11 1-5.

300-Yard Run, (Handicap.)—Won by J. P. McConnell, A. A. A., (12 yards;) M. A. Elgin, T. A. C., (14 yards,) second; J. J. Murray, P. A. C., (14 yards,) third. Time—0:39 1-5.

880-Yard Run, (Handicap.)—Won by Joseph J. Buckley, Irish-American A. C., (scratch;) J. P. Driscoll, Hallamshire Harriers, (18 yards,) second; G. P. Whiteley, P. A. C., (18 yards,) third. Time—2:00.

Three-Mile Run, (Handicap.)—Won by M. Ryan, Irish-American A. C., (100 yards;) T. Jennings, P. A. C., (150 yards,) second; J. M. Gilliviane, A. A. C., (50 yards,) third. Time—19:10.

Putting 16-Pound Shot, (Handicap.)—Won by M. P. Plaw, O. L. C., (2 feet;) M. J. Sheridan, S. A. C., (scratch,) second; J. E. Cooney, P. A. C., (3 feet,) third. Distance, 43 feet 8½ inches.

IRISH-AMERICAN GAMES.

Many Champions Will Compete at Celtic Park To-Day.

One of the most important athletic meets of the year will be held this afternoon at Celtic Park, L. I., under the auspices of the Irish-American Athletic Club. The Memorial Day meet of the Winged Fist organization has always been popular. Two feature races are down for decision. In the first, a sprint at 125 yards, the field will be "Tex" Ramsdell of the University of Pennsylvania, Bobbie Cloughen, Billy Keating, Jim Rosenberger, Roy Dorland, E. A. Frey, and Jim Archer. Ramsdell and Cloughen are liked best by the experts, and it is freely predicted that one of the pair will displace Sherrill's record of 12 2-5 seconds for the distance.

Melvin Sheppard will probably win the 660-yar dspecial. Shep vows he is going to run the first 440 yards of this race as fast as his legs will tote him along. If the day is good, Peerless Mel will not only try to win the race at 660 yards, but he wil lalso keep on to the 700-yard mark, with the idea of breaking Lunghi's record at this distance, made last Summer.

Besides these feature races there will be twelve handicap and novice events, in which there are entered no less than 400 athletes. In the field events the fields are so classy that limited handicaps have been allotted. Fourteen teams will start in the medley relay race, scratch, for clubs of the Catholic Athletic League.

Military Athletes in Good Favor.

At a meeting of the Military Athletic League held on Saturday the ban was lifted from Messrs. Haywood, Walther, and Richmond as far as competition in A. A. U. events is concerned. These men were suspended recently by the Military Athletic League for one year for having competed in an A. A. U. sanctiond meet in Pittsburg on the night of the Military Athletic League championships, in which it was said they were entered. Upon investigation it was found that the athletes did not sign their entry blanks for the Military Athletic League championships, and therefore could not be held accountable.

Good Entry for Brooklyn Games.

Athletes representing the Irish-American, Mohawk, Pastime, New York, and National Athletic Clubs will compete to-day in the Decoration Day meet of the Brooklyn Athletic Club at Washington Park, Grand Street, Maspeth. They are after the silver loving cup which [illegible] the highest [illegible] is the finest [illegible] meet.

JEFF AND JOHNSON HAVE BUSY SUNDAY

Black Champion Taking Weight Off Fast, and His Road Work Surprises Every One.

Special to The New York Times.

BEN LOMOND, Cal., May 29.—The mercury went up to the hundred mark here to-day, and despite this great heat Jeffries spent an hour and a quarter in the gym, going through all his customary exercises. Jim Coffroth was present, and was much impressed with Jeff's improvement. Coffroth watched Jeffries train at Harbin Springs for his fight with Munroe, and he said to-day Jeff had the same healthy, husky look that he had then. He also said that he thought Jeff was a better man to-day than he was ten years ago.

Corbett will be here on Tuesday, and it is expected that he will begin to box with Jeff about Friday.

Special to The New York Times.

SAN FRANCISCO, Cal., May 29.—The crowd that gathered at the Seal Rock Pavilion to-day to watch Champion Johnson train was a record breaker. Over 1,500 persons were crowded into the place. It was very warm, too.

Eddie Graney, who would like to referee the big fight, and Jim Neil, father of the former featherweight champion, Frankie Neil, were among the spectators.

After the gymnasium practice, in which Johnson shines, the big negro donned the gloves and boxed eight rounds, five with Cotton and three with Cutler. Cotton rushed in all his rounds and retired with a badly bleeding mouth. Johnson's beautiful blocking and right uppercuts on Cotton brought loud applause. Cutler, who was knocked out yesterday, was very cautious and put up tame rounds. Johnson announced he would box again to-morrow.

From now on Jack is going to do even more road work than before. He fairly sprints at the finish of his long runs every day, just to give his wind, his heart, and his lungs the severest sort of test. He finished the last hundred yards in a little better than 12 seconds this morning. This was after a run of 12 miles, part of it over some rather sharp hills.

All aspiring runners are invited to accept Johnson's challenge for a run on Ocean Boulevard any morning. He wants plenty of company and he wants classy company. He is seeking to tie up with some crack runners of this city, and he firmly believes he can outrun and outsprint them. With this end in view Trainer Tom Flanagan is out rustling for talent, and he hopes to have Con. Connelly out on the Boulevard within the next few days.

Johnson weighed just 217 pounds yesterday afternoon. The weight is coming off rather quickly, faster, in fact, than he would like to have it. He figures on weighing 208 pounds when he enters the ring, but if the present gait is maintained he will be far below that mark.

THIS WEEK'S BOXING BOUTS.

Fight Fans Interested in Welsh-McFarland Contest To-Night.

Although no boxing bouts of importance are scheduled this week for the local clubs, the followers of the sport are very much interested in to-day's fight between Packey McFarland and Freddy Welch before the National Sporting Club of London. There has been considerable bitterness over the match, and the two fighters have devoted much time to personal attacks upon each other. The betting is about even, although the American contingent in London is offering slight odds on McFarland.

Jem Driscoll, the clever Englishman, has been compelled to cancel his fight with Jack Goodman, which was scheduled to-morrow night at the Fairmont Athletic Club. Driscoll is confined to his bed, and it is doubtful whether he will be fit to box again for at least three months.

The only boxing show to be held in this city to-night will take place at the Olympic Club on West 125th Street, when the fighting Irishman, Tommy Maloney, will meet Maxey Baker in the star bout of ten rounds. Baker is in the best of shape, as he has been training with Stanley Ketchel at Woodlawn Inn for the past two weeks, and expects to knock out the fighting Irishman long before the limit.

Frankie Burns, the rugged little New Jersey boxer, and Johnny Coulon will meet in a ten-round bout at the Empire A. C., 155th Street and Eighth Avenue, Wednesday. This contest will do much toward settling the bantamweight championship. Coulon has been generally recognized throughout the country as a kingpin among the bantams, but recently Burns earned a close decision over him. Both boys are training conscientiously for the bout, and each is confident of winning. The victor will have a much clearer title to the championship than either one can claim at present.

Nathan Ehrlich, the husky Philadelphia boxer, who has shown much ability in his recent contests, and Mike Tuths, the hard-hitting local boxer, spent yesterday hard at work for their ten-round bout, which is to be held at the Long Acre A. A. Thursday evening. Both went through a lot of work, and each had a crowd of visitors. The boys are already in excellent condition. Besides this contest, Manager Newman has arranged a fine card of preliminaries for the stag.

At the Sharkey Athletic Club, Sixty-sixth Street and Columbus Avenue, Frankie Burns and Jack Walsh will engage in a ten-round bout Thursday night.

Joe Jeanette will have a chance to prove to the local fans that he is the fighter that his friends state, when he tackles Jim Smith for ten rounds at the National Sporting Club Friday. This will be Jeanette's first appearance here since he stopped Sandy Ferguson in eight rounds at the Fairmont A. C., just before he went to Paris. Jeanette finished Andy Morris in a couple of rounds at Boston last week, and after this fight will start for the Pacific Coast to try and induce Langford to meet him over the Marathon route. Young Snowball will probably appear in a contest also, as the management is looking over the bantams and will pick out the best one that can be induced to meet him. Jim Smith, who fights Jeanette, made an excellent showing at the National A. C. Friday.

Hollywood's Soccer Victory.

At Van Cortlandt Park yesterday afternoon the Hollywood soccer football team defeated the eleven of the Bronx United by the close score of 2 goals to 1. At half time the score was tied, each team having a goal apiece to its credit. In the second period Hollywood played a much steadier game and secured the only tally registered in this half. By losing this game the Bronx United drop from third to fourth place in the New York State League soccer tournament, as Astoria forfeited to the Camerons for non-appearance.

Cornell Crews Ready for Harvard.

BOSTON, May 29.—The Cornell oarsmen who will meet the Harvard 'Varsity and freshman crews on the Charles River to-morrow passed a large part of to-day in an automobile tour of the shore about Boston. Although the Cornell men have insisted on slight odds in the betting in the 'Varsity race, the two crews are generally thought to be quite evenly matched for their seventh annual dual event. A pretty and close race is also looked for from the freshmen, as each of the crews is considered one of the best which ever represented a first-year class at either institution.

THE TURF.

Racing To-morrow

BROOKLYN JOCKEY CLUB

THE $6,000 BROOKLYN HANDICAP

Time table in to-morrow's morning papers.

RACING BELMONT PARK

MAY 13TH TO MAY 30TH.

Trains leave E. 34th St., 12:30, 1:00, 1:30, (1:50, Saturday only). Special car for Turf and Field Club members on 1:00 train. Leave Flatbush Av. 12:38, 1:15, 1:55, (1:50 Saturday only).

MOTOR PARKWAY ADDITION.

New Section Thrown Open to the Motoring Public.

The added portion of the Long Island Motor Parkway was opened yesterday, and several hundred cars were speeded over the new section. The new road was officially declared opened Saturday, but the motoring public did not turn out until yesterday. The latest addition extends westward from Meadow Brook Lodge to Jericho Turnpike, about one-half mile east of Krug's Corner. The road surface of this extension differs greatly from that portion which has been steadily used for the past two years. The new surface is yielding, resilient, and lively, having an asphaltic surface, mixed with clean screened sand and gravel.

The surface is absolutely self-healing and will withstand the wear and tear of motor car traffic. To prevent action from frost caused by the freezing of surface water the parkway surface mixture is laid on a concrete foundation about four inches in thickness. The road surface proved a revelation to motorists, who have for years been looking for the "ideal highway surface." Many of the curves on the old section have been treated with this asphaltic surface, adding greatly to the comfort and pleasure of those who frequent the parkway. The work of constructing the inn at Lake Ronkonkoma is progressing.

NATIONAL AUTO RACES.

Indianapolis Speedway Track Prepared for Championship Events.

INDIANAPOLIS, Ind., May 29.—The two and one-half mile brick track of the Indianapolis Speedway was washed first with gasoline and then with water today in preparation for the National championship races of the American Automobile Association, which will be run to-morrow.

The two hundred mile race of Saturday left a broad oilsoaked path, dangerously slippery and it was necessary to cut this superficial surface before the five and ten mile dashes for the National championships were called to-morrow. None of the field of drivers entered for these races was permitted to work out on the course to-day but it will be opened to them early to-morrow.

All the stock car classes from 160 to 600 cubic inches piston displacement will have innings to-morrow, and the drivers hope to exceed the record-smashing speed of Friday and Saturday. The card also will include five and ten mile races free to cars of unclassified power, a fifty-mile race for cars of 231 to 300 piston displacement for a special trophy, and a one-mile speed trial for touring cars carrying four passengers.

More Cars for Orphans' Day.

One hundred and five taxicabs for Orphans' Automobile Day have been donated by the New York Motor Cab Owners' Association. This contribution has now saved the day and made it almost possible for the committee to take the 3,200 children and attendants who desire to go on the function. If twenty-five more private cars are offered no child will be left behind this year. Besides donating its share of the taxicabs the New York Taxicab Company has offered two large 'buses with a seating capacity of at least twenty children each, while Francois Ducasse, who is Vice President of Henry Ducasse & Co., Inc., has contributed his three-ton Orion truck for the motor wagon division, which will seat about thirty youngsters.

Protest Against Cullen Bill.

Mayor Gaynor has appointed Thursday for a public hearing on the Cullen-Goodspeed Automobile bill. The announcement was made to the Licensed Automobile Dealers of New York, who solicited the hearing. The Mayor will be requested to appoint another day, as Thursday is Orphans' Outing Day, and many of the dealers have arranged to take the orphan children to Coney Island.

AUTOMOBILES

Remember THE BOWMAN LINE

Apperson

The American Car

Paying more for a car isn't getting more. Any Apperson owner will tell you why.

Model 4-40 $3,000

7 Passenger Touring Car, shaft drive, double system ignition, Bosch magneto.

Clement-Bayard

The French Car

50-60 H. P. Touring Car, $5,500

Bowman Automobile Co.

Salesrooms, 1615 Broadway, Cor. 49th St.
Main Office and Garage, 235 W. 49th St.

Rebuilt

Baker Electrics

Have Our Guarantee

Victoria,	$650
Imperial,	400
Suburban,	475
Runabout,	250

May be seen at Our Salesroom, 1,788 BROADWAY (cor. 58th St.), N. Y.

Baker Vehicle Co.,

Telephone 2830 Columbus.

BARGAINS IN NEW BODIES;

Will fit 88-inch body space; five passenger and runabout styles; can paint if desired. Apply to Gage, 3d and Webster Avs., Long Island City.

STEWART AUTO SCHOOL.

Thorough individual instruction. Up-to-date equipment. Inspect our plant. Classes start every week. Write for booklet. 233 West 54th St., N. Y. City.

Automobiles

Ready References for Buyers

ALCO — American Locomotive Company, 1,886 Broadway. Tel. 5300 Col.

AMERICAN — Roadster—Traveler—Tourist. American Automobile Co. 1720 B'way. Phone 275 Col.

ATLAS — Perfected two-cycle engine. Atlas Motor Car Co. 2010 Broadway. F. H. Adams, Manager.

BENZ — Auto Import Co. of America, 1,599 to 1,601 Broadway, New York.

BUICK — Motor Co., B'way, bet. 55th & 56th Sts. 'Phone 4040 Col.

Brush Cars — Runabout $485, Roadster $600. Phone 5369 Col. John Moore & Co., 1,875 Broadway.

COLUMBIA — Victor Auto Storage Co., 1,661 B'way. Phone 3577 Columbus.

CORBIN — 1,888 Broadway, (63d St.) 'Phone 5903 Columbus.

CADILLAC — Cars, Parts, Repairs, Garage. Columbus Circle. Tel. 8810 Col.

EMPIRE — $800. Poertner Motor Car Co., 1,923 B'way (64th St.) 'Phone 8166-7 Col.

FIAT — "THE MASTER CAR." Fiat Automobile Co., 1,786 Broadway. 'Phone 6445 Col.

GROUT — Touring-Tourabout-Runabout-$2,500, 40 H. P. Imperial Motor Vehicle Co., 210 W. 76th St.

HUDSON — A. Elliott Ranney Co., B'way at 64th St., N. Y. 'Phone 3293 Col.

ISOTTA — IMPORT COMPANY, 1,623 Broadway, (49th St.) Also J. M. Quinby & Co., Newark, N. J.

KNOX — Knox Automobile Company, 1966-1968 Broadway. 'Phone 4336 Col.

LOZIER — 56th STREET AND BROADWAY. Telephone 6885 Columbus.

MATHESON — Matheson Automobile Co., 1,886-1,888 Broadway, cor. 62d St. Tel. 6353 Col.

MOON — Moon Motor Car Co. of N. Y. 1,761 Broadway. Tel. 6995 Col.

NATIONAL — POERTNER MOTOR CAR CO., 1,923 B'way, cor. 64th St. 'Phone 8166-7 Col.

OAKLAND — 30 H. P., $1,000; 40 H. P., $1,700. 1,785 Broadway at 58th St. Tel. 477 Col.

PULLMAN — Cimiotti Bros., 1,855 Broadway. Telephone 1772 Columbus.

"SIMPLEX" — "Made in New York City." 1860-62 B'way. Tel. 5188 Col.

STEVENS-DURYEA — A. G. Spalding & Bros. 29 W. 42d. Tel. 433 Bryant.

WHITE — WHITE CO., B'way & 62d St. Phone 2953 Col.

ZUST — 30 H. P., $3,900; "Chain or Shaft." 45 H. P., $4,750; 1 year guarantee. American Zust Co., 1,930 B'way. Col. 4333.

AUTOMOBILE SUPPLIES.

SPLITDORF MAGNETO — Walton Av. & 138th St. Branch 1679 Broadway.

TIRE BARGAINS — [illegible]

MOTORISTS TO SAVE COLLECTION FEES

Collector Loeb Exposes Brokers Who Charge Unnecessary Fees Getting Cars Through.

The opinion has prevailed among American automobilists returning from touring abroad with their cars that considerable time has been required in procuring the release and delivery of their cars when received at the port of New York. Such, however, is not the case, as was ascertained Saturday by prominent automobile officials, who were in conference with William Loeb, Jr., Collector of the Port of New York.

It has been the practice of the brokers handling the American automobiles returned from abroad to charge a fee ranging anywhere from $10 to $15, presumably to secure the release of the automobiles from the Appraiser's stores, which it now appears has been unnecessary.

Collector Loeb stated at the conference on Saturday that the practice of the brokers who had been making such charges were uncalled for, and authorized the Touring Club to make formal announcement of the situation to the effect that "wharf examination of American automobiles returned from abroad and foreign automobiles returned under certificate of registration is made of such automobiles when applied for by the importer providing no duties are collectible. Usual and ordinary repairs not including 10 per centum of the original cost of the car are not considered dutiable. Extra equipment and accessories procured abroad are held to be subject to duty."

The scores of American motorists who upon returning from tours abroad have been unnecessarily delayed in taking delivery of their cars in New York will appreciate the energetic action by the officers of the Touring Club, which will mean the saving of hundreds of dollars to such owners, who heretofore have been given to understand by the brokers handling their cars that the time indicated and the attending expense were necessary to secure the release of their motor cars from the Custom House in New York.

THE AUTOMOBILE EXCHANGE

Meeting place for buyers and sellers of used motor-cars.

Advertising rates—One insertion, 25c. per agate line; three insertions a week, including one on Sunday, 20c. per agate line; seven consecutive insertions, 15c. per agate line.

AUTOMOBILES—HIGH QUALITY AND PRICES EXCEEDINGLY LOW.

Among the many consigned cars we offer are Packard touring and limousines, good as new. Prices, $2,150 and $2,500. Darracq town car, 40 h. p., like new, $1,500; elegant 30 h. p. Mitchell touring, a very handsome car, $800; Darracq touring, shows no signs of wear, $850; Thomas 60 h. p. touring, $750; Autocar, 30 h. p. touring, $375. The extra fine condition of those cars makes them bargain offers which cannot be duplicated. Nearly 200 to select from; all at light rent, low expense prices.

MANHATTAN STORAGE CO., 334-340 WEST 44TH ST. Between 8th and 9th Avs.

Auto. Bargains. 1908 Mitchell Touring Car; 1909 Mitchell Surrey; 1909 Atlas Touring Car; 1907 Berliet Chassis; 1910 Ford Touring Car. CLOUD-MARTS CO., 1,871 Broadway, 8,341 Columbus.

All cars fully equipped and in perfect condition; prices right. Cheerfully demonstrated.

Will sell your high-grade automobile; have buyers who want '08, '09, and '10 models; send description of your car, equipment, and lowest selling price; will send you buyers with cash; high-grade cars taken on consignment. Kennedy & Schrader, Times Bldg. 'Phone Bryant 1ss.

CLEVELAND, 1909, overhauled and newly painted; fully equipped; looks like new car; cost $3,500; will sell for $1,500; must be seen to be appreciated. Mr. N., 141 Reade St., New York. 'Phone 2966—Worth.

Lozier "Big Six" 50 h. p., two bodies; touring body seven passengers, top and slip covers complete; limousine, seven passengers; first-class condition in every respect; price, with both bodies, $5,000. Address M 11 Times.

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AUTO BARGAINS. 100 slightly used runabouts and touring cars; all makes, styles and prices. ASTOR AUTO CO., 1,604 Broadway.

For Sale.—7-passenger 1907 Stearns automobile; A1 condition; newly painted; can be seen at Long Island Automobile Club or phone 625 Spring; no reasonable offer refused.

USED RAINIER CARS.

Thoroughly overhauled by the manufacturer; all worn parts replaced; guaranteed free of repairs 6 months. No other concern sells 2nd-hand cars on this basis. All are repainted, have new tops, full equipment, look like new. Included are:

1907 35 H. P. Runabout
1907 35 H. P. Touring Car
1908 50 H. P. Touring Car
1909 50 H. P. Touring Car
1907 35 H. P. Landaulet

Ready for demonstration and immediate delivery. Prices very low to close out. RAINIER MOTOR CO., Broadway, cor. 64th St., N. Y.

FOR SALE, $1,250, 1906 PACKARD TOURING CAR, RECENTLY OVERHAULED AND NEWLY PAINTED; FULLY EQUIPPED. APPLY TO BOX 262, BRONXVILLE, N. Y.

Packard, 1910; phaeton body; brand new; never used; in pink of condition in every way; standard equipment; immediate delivery. P. O. Box 108, Deep River, Conn.

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AUTO BARGAINS.

1909 Olds touring.
1909 Olds roadster.
1909 Knox touring.
1909 Overland touring.
1909 Buick "F."
For good used cars see HUDSON-FULTON AUTO CO., 247 West 47th.

1910 SIX cylinder Palmer Singer; flexible, smooth running car, fully guaranteed to September, 1910. ALLEN SWAN CO., 1,384 Bedford Av., Brooklyn.

For Sale.—1906 Thomas, in first-class condition; reasonable. Can be seen at Union Garage, 336 South 1st St., Brooklyn.

Auto, seats four; top, extras, good running order, $350; will demonstrate. Box Y 300 Times Downtown.

$500 automobile, Columbia, 45 horse-power, canopy top; original price $4,750; in perfect order; run only 9 months. Car can be seen Strathmann Garage, 165 East 120th St.

AUTOMOBILE SUPPLIES.

OPEN DECORATION DAY.

The Anglo-American Auto Tire Co., 334 Amsterdam Av., bet. 75th and 76th Sts., will remain open to-day, Decoration Day, and after, as usual, bargains in auto tires. 'Phone 9178 Schuyler.

AUTO TYRES, NOT JUNK. EXPERT TIRE REPAIRING. 18 years in rubber business. H. PHILLIPS, 1,931 B'way. 'Phone 5 [illegible] Col.

CADILLAC, 1909, 30. Town car; used very little. $1,500. ROSKAM-SCOTT CO., 1780 B'way, 57-58th Sts.

AUTOMOBILES TO RENT

$3 per hour; classy, racy type, 4-passenger Cleveland; special rates for trip, day, or week; owner driving. Mitchell, Telephone 3790 Audubon.

PACKARD car to hire; first-class condition; day, week, month. 'Phone 8931—Riverside. M. JOS. DONOVAN, 110th St. and 8th Av.

AUTOMOBILE INSTRUCTION.

Automobile Instruction—New term just starting. Booklet. West Side Y. M. C. A., [illegible] West 57th Street. 'Phone 3800 Columbus.

COAST MARIE WINS THREE-HEAT BRUSH

Former Speedway Pacing Champion in Form—Father Wins from Daughter in Race.

Owners of fast horses took advantage of the ideal racing weather yesterday and turned out in large numbers on the Speedway. Almost every fast horse owned by local drivers was on the drive whether participating in the brushes or being only jogged. For over an hour the sport was excellent, and in spite of the hot sun thousands stood watching the contests. The first pair to come together was William Scott's Kitty Wilkes, 2:15¼, and Triphammer, driven by N. Grunzfelden, the former winning best two out of three.

James Halloway drove the pacer Fandango, 2:17, which he recently purchased from James A. Murphy, and was quite successful in several of his brushes. He beat H. Horn's Baby H., a new pacer, in two brushes, and had a close contest with Thomas Lawson's Cy Shelton, 2:14¼, which he also won. M. C. Reynolds's Dr. Threet, 2:14½, suffered defeat in his starting brush with the Yonkers pacer Ulrich, 2:20¼, driven by George Geringer, but fully redeemed himself later. In the only four-cornered brush of the day the Reynolds's pacer finished ahead of Ben Cohen's Hallock M., 2:09¼; W. J. Minor's Hiram Abiff, driven by Thomas G. Hinds, and Lillie Wilkes. Later in a three-cornered brush Dr. Threet was second to Who Knows and ahead of B. Ontime, the last-named driven by Hugh Riley.

Since her defeat by Gibbon's Claro Coast Marie has not been raced much, but Mr. Murphy, after breezing the old champion Don Derby, 2:04½, a few heats, brought the black mare out and had what was the day's best brushes with Thomas B. Leahy's Princess Direct, 2:14¼. In the opening heat, the pair raced close to each other the entire distance, but the Leahy mare pulled in front at the finish by a short length, and was the winner. In the second they again raced close to each other, and neither making a mistake, Coast Marie winning the heat as close as was the first heat. In the final while nearing the finish, Princess Direct made a break, and lost heat and race. Another close finish between two pacers was the brush with C. Hackett's Who Knows, 2:11¼, and Hugh Riley's B. Ontime, 2:13¾, as contenders. The last-named showed a faster clip than he had been credited with on the drive, and while the clip was fast and close from the start, he could not quite head off the Hackett gelding.

Dr. C. H. Martin's veteran trotter Dicker and Patrick Kennedy's Earl B. had a very interesting split-heat contest. The opening heat was close enough to arouse a dispute as to the winner, but Earl B. was in the lead as seen by those close to the posts. Dicker won the second by hardly half a length, but the final proved easy for Earl B.

Miss Karp, with whom the roan pacer Ulrich ran away two weeks ago, brought out a good-going green trotter named Dockwood, while her father, a well-known Yonkers horseman, drove another green trotter named Dikie T. They raced four heats, and while Miss Karp tried her best, she could not show the way to her father's mount, which was surely the better of the two trotters.

Dandy C. O., (2:17¼,) driven by Mr. Corkery, raced a heat with Hiram Abiff and won, although Cy Shelton finished ahead of both. The good-going pony pacer Fitzgerald, 2:20¼, driven by John J. Morris, beat Orphan Boy rather handily, and was first in a brush against Thomas Lawson's Cy Shelton. Mr. Lawson caused some surprise when he was seen racing Cy Shelton wth William Scott's fast pacer Louise E., the former in the lead at the quarter, but further down Cy made a mistake and lost.

The only brush Mr. Hinds won with Hiram Abiff was from Ulrich at a close finish, the latter making a break near the wire. Hallock M. and Louise E. had a tilt, with the former as winner. Near the close of the brushes De Witt C. Flanagan came up with his mare Kinstress, 2:09¾, and was at once started against F. A. Campbell's Dr. Ives, 2:12½. It is seldom that two former Grand Circuit performers like this pair are raced together on the Speedway. Ed Geers's former pupil showed up better in both heats than Tommy Murphy's former winner.

One of the most attractive sights on the drive yesterday was Miss Evelyn Greenbaum, an eight-year-old girl, driving a pair of handsome Shetland ponies alongside of her father's famous pacing team, Peter H. and Bugle Call. The little miss had a young escort, but did the handling herself fearlessly, although at times the drive was filled with all sorts of turnouts.

AMATEURS IN GRAND CIRCUIT.

Annual Meet of Drivers' League to Be Held at Empire Track.

It is practically certain now that the annual intercity harness matinée of the Amateur Drivers' League of America will form part of the Empire City Grand Circuit meeting during the week of Aug. 22. This assurance came from Lieut. Gov. Horace White, who was an interested spectator on the Speedway yesterday. As President of the Syracuse Driving Club, a member of the league, Mr. White is one of a committee of four which will decide upon a track for the big annual amateur event, the other members being Harry K. Devereux of Cleveland, President of the league; J. D. Callary, President of the Pittsburg Driving Club, and Arnold Lawson, a member of the Gentlemen's Driving Club of Boston. President Devereux promised his support for the Empire track late last Fall, when a Grand Circuit meeting was being talked about for New York.

The promise of Mr. White gains the third vote for New York, which means that the country's best amateur drivers and fastest trotters and pacers driven in matinées will be here, and add greatly to the harness sport in connection with the Empire City Grand Circuit meeting. The clubs in membership with the League of Amateur Driving Clubs are the Gentlemen's Driving Club of Boston, the Gentlemen's Driving Club of Chicago, the Gentlemen's Driving Club of Cleveland, the Gentlemen's Driving Club of Columbus, the Gentlemen's Driving Club of Lexington, the Gentlemen's Driving Club of Memphis, the New York Driving Club, the Matinée Club of Pittsburg and Allegheny, and the Driving Club of Syracuse.

As soon as the committee makes an official decision leading members of the New York Trotting Club and the New York Driving Club will begin preparations for the entertainment of visiting horsemen, and have all possible accommodations ready for their horses and men at the Yonkers track. Lieut. Gov. White said that he may drive Baron Alcyone. (2:15½,) the trotter which won the Readville Derby last year and which is entered in the Speedway Stakes under the name of Lyndon Farm, the breeding establishment of his brother, Ernest White.

CYCLISTS CRASH AT PASSAIC.

Several Riders Badly Bruised in Amateur Bicycle Race.

Special to The New York Times.

PASSAIC, N. J., May 29.—George Wiley, the Syracuse messenger boy, beat Menus Bedell and Carlo Vanoni in the twenty-five-mile motor-pace race at the Clifton bicycle track this afternoon. He was in splendid form, and rode the twenty-five miles five seconds behind the record. After the twelfth mile Bedell, who was less than two laps behind, grew stronger and forced Wiley to go the limit to win. Vanoni was two miles to the bad. There were putting and switching in the five-mile amateur race, and the attempt to tack on behind Phil Wright, the Salt Lake City crack, resulted in no less than four spills, in which wheels were smashed and riders bruised and cut. Rend Hofkin of Paterson was painfully hurt, his right arm being ripped from the elbow down and at the shoulder.

White Takes Newark Marathon.

Special to The New York Times.

NEWARK, N. J., May 29.—At the Olympic Park track here to-day Edwin H. White of the Holy Cross Lyceum, New York, won the Newark Marathon race held under the auspices of the Club Vendome. White captured the Brooklyn-Seagate Marathon in February, 1909. He covered the full distance of 26 miles and 385 yards in 3 hours 11 minutes and 25 seconds. He led by two miles at the finish. Francis Dunn of the Rival Club, Brooklyn, was second. His time was 3 hours 23 minutes and 15 seconds. Colombo Spirto of the Universal Sporting Club of New York came in third, one-quarter of a lap behind Dunn. Jack Reynolds of Jersey City got fourth place, and Frank P. Devlin of Mott Haven was fifth. There were thirty-three starters and ten finished the race. It was long after dark before the race was finished.

NOTES OF THE GOLFERS.

Partly conflicting with the women will be the annual meeting of the New Jersey State Golf Association over the links of the Essex County Country Club on Thursday, Friday, and Saturday. This attraction rarely fails to draw a field of a hundred or more, and the one this week will attract a number of the old-timers. Quick action will mark the first day's golf, as contestants will qualify for match play that same afternoon. The final round on Saturday will consist of thirty-six holes.

In addition to this holiday the present week offers much to attract the golfers in a competitive way. Beginning at Montclair to-morrow and continuing for four days the annual championship tournament of the Women's Metropolitan Golf Association will claim attention. Word has been received to the effect that this year's entry is the largest received in many seasons.

PLAINFIELD SHOW DRAWS GOOD HORSES

First Big Eastern Open Air Exhibition Opens Thursday with Many Entries.

The Plainfield Horse Show, which opens Thursday at Plainfield, N. J., marks the opening of the Summer circuit. From a one-day exhibition it has grown into one of the most important open-air affairs held in the East, as many of the most prominent horseowners in the East will be represented. It is probable that Paul A. Sorg will drive his coach with a party of friends daily from the Holland House to the show grounds.

The entry list totals more than 400 and all the popular classes are included. The roadsters entered are W. J. Buttfield's Dreamwold Devil, Charles W. McCutcheon's Willie Direct, Louis Schmieder's Cecelia Bellini, Henry C. Price's Marjorie Wilkes, and Emil Seely's Carl Wilkes.

The heavy harness horses are well represented by Joseph J. Ryan's Whitby Jet, Recall; W. G. Forster's Sporting Duchess, Lord Forest; Paul A. Sorg's Tease, Torment, Dignity, Manhattan, Lady Tuck, Royal Victoria, Middletown King, Pilgrim, Pioneer, Puritan Maid, Precise, Vanity Fair; Ivanbrook Farm's Peter Pan, Edward Griffith's Thunderer, Kuhn-Rohlig's Beauty, Mrs. F. G. Hall's Comet and Fleurette, Emil Seelig's Peter Pan, Sunshine, and Midget; George Watson's Florham Surprise, Florham Romance, Florham Phenomenal, Florham Potentate, Florham Regent, and Florham Royal; Robert A. Fairbairn's Golden Rod, De Witt C. Flanagan's Ratapian, Prince Charming, Lord Russell; S. K. Farrington's Humboldt, Tonzo Sauvage's Little Prince, Grand Duke; Miss Annie L. Seward's Chunky, Charles W. McCutchen's Piccadilly Sweetheart, Jeane d'Arc, All Ablaze; Belton Farm's Irvington Tom Trot, Irvington Leading Girl; Albin Trojan's Peter, Paul; Sandy Point Farm's Phoebe Watton, Lord Brooke, Silfield Lillie, and Aquidneck.

The ponies in harness entries are Miss Gladys Constance Herbert's Bo-Peep, Belton Farm's Irvington Peggy, T. Douglas Robinson's Doncaster Model, Peter Hauck, Jr.'s, Jack Sprat, Miss Mabel B. Holley's Little Corporal, and Paul A. Sorg's Vanity Fair.

The saddle horses and ponies under saddle are Kuhn-Rohlig's Wotan, Senta, Beauty, Tommy; Mrs. A. Browning Prentice's Ginita, Charles W. McCutchen's All Ablaze, Mrs. W. A. McGibbon's Rosalind, W. A. McGibbon's Belle Terre, Nettleton, and Portchester; A. C. Vail's Inkling, Miss Grace F. Antony's St. Valentine, Ivanbrook Farm's Peter Pan, Aeroplane; Andrew Morison's Sonia, Black Diamond; Tichenor-Grand Company's Wood Pigeon, Philip; T. G. Plant's Lady Lightfoot, Somerset Farm's Royalist, Roslyn, Lady Idol; Joseph M. Byrnes's Bourbon Boy, Torne Brook Farm's Jester, Mrs. James B. McKay's Lady Debonair, Jack Frost; Hugh Gormley's Pretty Polly, Maid of Erin; Mrs. Thomas J. Regan's Sarno, Godfrey Preese's Watchful, Howard W. Beebe's Snip, Castlewall Stables' Fairy Queen, Henry L. Finch's Hannah, and Henry R. Rea's Heartspring.

Some of the best hunters and jumpers will strive for blue ribbon honors, such as J. E. Davis's Country Girl, Frederick Bull's Rock Crest, Knight of Elway; Barney Schley's Raritan, Happy Chap; George Watson, Jr.'s, Altamont, Initial; Miss Mabel B. Hooley's Sue, Sister Brown, Crusher; C. E. Sherin's Interpreter, Bound Brook; Mrs. James B. McKay's Jack Frost, Peter Hauck, Jr.'s, Sunlight, Virginia; George Wallen and Bernard G. Gunther's Mister Meleady, Quandary; Torne Brook Farm's Follow Me, Prince Henry; H. Stuart Hillis's Confederate, Thomas Henry Watkins's Lady Grace, Telephone; P. A. Clark's Sam, Mrs. L. A. D. Percival's Westbury, P. Deitrick's La Palome, Mrs. Emmy Trojan's Sultan, Rufus C. Finch's Lady Ann, Charles J. Fisk's Coronet, and Charles W. Fisk's Stonewall.

Draught horses and hackney entries from breeding farms are as follows: Fair Acre Farm's Craspy Gem, Mary, Princess Fortune, Gartly Pride, B. B. Critie; W. J. Buttfield's Miss Buster, Collinwood Farm's Maharajah, Laird of Boquohon, Andie; Somerset Farm's Matchless Performer, Sandy Point Farm's Tiger Lillie, Aquidneck, Silfield Lillie, Sandy Point Confidence, Silfield Venus; G. W. McCutchen's Piccadilly Sweetheart, Paul A. Sorg's Vanity Fair, Lady Tuck, Royal Victoria; George Watson's Florham Nellie, Florham Fortunate, and Florham Surprise.

BEDELL DEFEATS ROOT.

Lynbrook Cyclist Wins Feature Event at Newark Velodrome.

Special to The New York Times.

NEWARK, N. J., May 29.—The feature event here to-day at the Velodrome bicycle track was the two-mile professional handicap repechage race, which was won by John Bedell after an exciting contest with Eddie Root in the final sprint to the tape. In the last lap of the race it was a case of nip and tuck between the two riders, but Bedell pedaled away from Root and managed to beat him by a wheel's length.

Woodmere Country Club Opens.

Under ideal weather conditions the Woodmere Country Club inaugurated its first season Saturday, when Cedarhurst, Lawrence, and Far Rockaway society, attracted by the tennis tournament, motored over to inspect the new clubhouse and the grounds. The special train chartered by the club for its guests and members brought over 800 people from New York. Wylie Grant, Jr., and Benny Phillips won the Tennis Gold Challenge Cup presented by the club, defeating Roy Richie and J. Steinacher by a score of 6—1, 3—6, 6—8, and 6—2. The club has applied for membership in the National Lawn Tennis Association, with a view of having the National tournament held on their courts next year. Wylie Grant and a number of other prominent players have promised their support at the next annual meeting of the association.

Pell Loses at Tennis.

Carleton R. Gardner, the Californian, won the Bronx championship singles and the right to challenge Gustave F. Touchard for the cup yesterday on the courts of the Bedford Park Lawn Tennis Club. In the tournament final Gardner defeated Theodore Roosevelt Pell, the Southern and former National indoor champion, after the full limit of five fast sets at 6—8, 6—3, 6—4, 1—6, and 8—6. In the deciding set Pell was once within a stroke of victory, and twice was only separated from it by two points. The summary:

Bronx Championship Men's Singles.—Final Round—Carleton R. Gardner defeated Theodore Roosevelt Pell, 6—8, 6—3, 6—4, 1—6, 8—6.

Bronx Championship Men's Doubles.—Final and Championship Round—William B. Cragin, Jr., and Walter Merrill Hall defeated Carleton R. Gardner and William H. Connell, 6—4, 6—4, 6—8, 6—4.

Consolation Singles.—Final Round—S. Howard Voshell defeated I. Hartman, 4—6, 7—5, 6—3.

Harvard's lawn tennis team met a team of the West Side Tennis Club on the upper courts of the organization at 238th Street and Van Cortlandt Park yesterday. The collegians were defeated in singles three matches to two.

GERMAN SHOOTING CARNIVAL.

Zimmermann Wins First Prize at Schuetzen Bund Meet.

The sixth annual shooting carnival of the National Schützen Bund began yesterday at Schützen Park, North Bergen, N. J. A large crowd was on hand to witness the opening, and it is expected that about 6,000 shooters will participate in the event. Delegates from all over the country were present, and Hoboken and North Bergen are in gala attire. Mayor Gonzales of Hoboken extended a welcome and the freedom of the city to the numerous visitors.

Capt. Emil Johnz of Charleston, S. C., where the last carnival was held, presented President Emil Berkmann of Hoboken with the National Schützen Bund colors. The officers and guests drove out to the park from Hoboken and officially declared the carnival opened. Speeches were then made by President Berkmann, Capt. Johnz, D. Ficken of New York, and John Tholke.

President Berkmann fired the first shot in the name of President Taft, who has been invited to attend the carnival. Capt. Johnz fired the second for Emperor William of Germany, and one for Gov. J. Franklin Fort was fired by Charles Martens. The first prize won at the targets fell to Capt. Gus Zimmermann.

Weather in Cotton and Grain States.

Special to The New York Times.

WASHINGTON, May 29.—Forecast for Monday and Tuesday for the cotton and grain States:

North Carolina—Showers Monday. Tuesday fair.

South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Eastern Texas, Western Texas, Oklahoma, and Arkansas—Fair Monday and Tuesday.

Indiana and Illinois—Fair Monday. Tuesday fair, warmer; light to moderate westerly winds, becoming variable.

Lower Michigan—Partly cloudy Monday. Tuesday fair, warmer; moderate west to northwest winds, becoming variable by Tuesday.

Upper Michigan—Partly cloudy Monday. Tuesday fair, warmer; moderate westerly winds, becoming variable.

Wisconsin—Fair, slightly warmer Monday. Tuesday fair, warmer; moderate northwesterly winds, becoming variable.

Minnesota—Fair Monday; warmer in western and southern portions. Tuesday partly cloudy, probably showers in western portion; moderate northwesterly winds, becoming variable.

Iowa—Fair, warmer Monday. Tuesday fair; warmer in eastern portion.

Missouri—Fair Monday; warmer in northwest portion. Tuesday fair; warmer in eastern portion.

North Dakota—Partly cloudy and warmer Monday, probably local showers in the afternoon or night. Tuesday fair, cooler.

South Dakota—Partly cloudy and warmer Monday; showers and cooler at night or Tuesday.

Nebraska—Fair Monday; warmer in eastern portion. Tuesday partly cloudy.

Kansas—Fair, warmer Monday. Tuesday fair.

Arrival of Buyers

Arriving and resident buyers may register in this column by telephoning 1000 Bryant.

Halle Brothers, Cleveland, Ohio; Miss M. Manning, ladies' wear, 31 Union Square.
Baron Brothers Millinery Company, Dallas, Texas; I. Barron, millinery; Hotel York.
Sampliner Cloak Company, Cleveland, Ohio; C. E. Sampliner, cloaks and suits; Hotel Cadillac.
Rich, M., & Brothers Company, Atlanta, Ga.; L. Rich, cloaks, suits, and waists; D. Rich, dry goods, 874 Broadway.
Handley Hat Company, Dallas, Texas; W. P. Maloney, hats and gloves; Hotel Grand.
Cox-Blodgett Dry Goods Company, Wichita, Kan;. T. Blodgett, dry goods, 72 Leonard Street; Hotel Cadillac.
Burnham, Stoepel & Co., Detroit, Mich.; J. W. Harvey, domestics, 43 Leonard Street.
Weinstock, Lubin & Co., San Francisco, Cal.; J. H. Brown, hosiery and gloves, 395 Broadway; Hotel Longacre.
Green, C. E., Company, Pittsburg, Penn.; C. E. Green, rugs; Hotel Broztell.
Muse, Faris & Walker Company, Los Angeles, Cal.; R. M. Walker, general merchandise, 31 Union Square; The Breslin.
Montvid, V., & Son, Milwaukee, Wis.; V. Montvid, notions, linens, and laces; Broadway Central Hotel.
Bluestein Brothers, Savannah, Ga.; L. Bluestein, clothing; Hotel Albert.
Williams-Richardson Company, New Orleans, La.; A. A. Castenado, notions; 51 Leonard Street.
Gloze & Lewis, Fort Scott, Kan.; J. J. Lewis, millinery; The Breslin.
Mandel Brothers, Chicago, Ill.; A. Lindquist, corsets; 450 Broome Street; Hotel Gerard.
Miller Brothers Company, Cincinnati, Ohio; W. H. Miller, ladies' wear; Hotel Woodward.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
Clawson & Wilson Company, Cleveland, Ohio; A. E. Force, furs; 43 Leonard Street.
Clawson & Wilson Company, Buffalo, N. Y.; J. Wilson, furs; 43 Leonard Street.
Davidson Brothers Company, Sioux City, Iowa; B. Davidson, general dry goods; 683 Broadway.

Guide for Buyers

Directory of Wholesale Merchants and Manufacturers.

For rates for advertising telephone 1000 Bryant.

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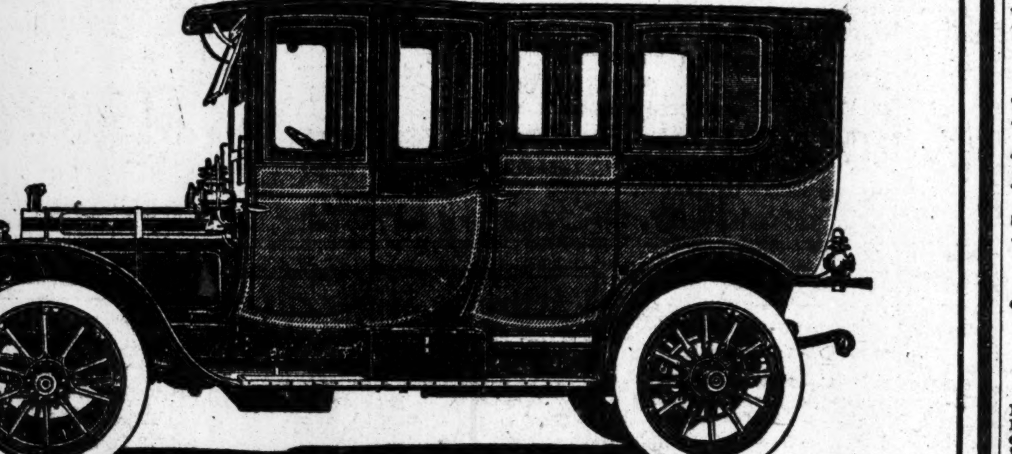
BELTS, BAGS, AND FANCY GOODS.
Baron & Horowitz, 45 to 51 Lispenard St.
CAMP OUTFITS & SPORTSMEN'S GOODS.
Chas. J. Godfrey Co., 91 Chambers Street.
CROCHET AND KNIT SCARFS.
Blanchard & Price, 142 Fifth Avenue.
FANCY FEATHERS and Feather Novelties.
C. Weisker & Co., 9 and 11 W. 4th, n. B'way.
HUMAN HAIR.
Milton Mayer, Importer, (Mfg. trade,) 22 W. 21 St.
LADIES' KIMONOS and Dressing Sacques.
R. Tahan & Co., "Mfrs.," 98 Washington St.
MANICURE SUPPLIES.
Lustr-ite, (Floridine Mfg. Co.,) 42 Franklin.
MARABOUT BOAS, MUFFS & NOVELTIES.
Hauser & Davis, Mfrs., 59 East 8th St.
NECKWEAR—Men's.
Berliner, Strauss & Meyer, 733, 735, 737 B'way.
Keiser Cravats, 10-16 West 20th St.
PERFUME AND TALCUM POWDERS.
C. H. Selick, "Florentine," 56 Leonard St.
RAINCOATS.
Harris Raincoat Co., 87-89 Fifth Avenue.
SPECTACLES, Eyeglasses, Optical Goods.
Spencer Optical Co., 31 Maiden Lane.
SUSPENDERS, BELTS, AND GARTERS.
Knothe Bros., 122 Fifth Avenue.
WOMEN'S NECKWEAR AND BELTS.
James R. Keiser, 10-16 West 20th Street.



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BRIARCLIFF MANOR, NEW YORK
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ARNEY B. SHAVER, Manager.

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28 miles from New York, ...

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THE KITTATINNY
The Leading Hotel at Delaware Water Gap, Pa. Under the same management as the past three seasons. Every convenience found in a first-class hotel. Own farm and greenhouses. American plan, also A la Carte. Bell 'Phone 92. Telegraph Offices in Hotel. Golf, tennis, boating, bathing, fishing, etc., on our own grounds. Orchestra, social diversions. Livery, garage, saddle horses and instructors. Booklet on application, showing hotel, Kittatinny Mt. Park scenes, auto maps, etc. Coaches meet all trains. Special Jnue rates. The Kittatinny is not connected with any other hotel at Delaware Water Gap.
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Remains open to December.
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MORETTI
51-53-55 West 35th St., bet. 5th and 6th Avs.
The New Addition
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BEST DINNER IN TOWN 65c
With red or white wine. MUSIC, SONG.
SPECIAL DECORATION DAY DINNER, 75c.

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Automobile Tours from N. Y., (illust'd.) 10c.

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"THE RIVIERA OF AMERICA."
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New and second-hand desks, typewriter, bookkeeper, roll and flat top; chairs, tables, partitions, and railings. QUICK & McKENNA, 2 Reade St.

SLIGHTLY used office furniture, desks, time clocks, cash registers, adding machines, typewriters, safes, filing cabinets, multigraphs, neostyles. NATHAN'S, 4 White St.

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NEW ENGLAND—Connecticut.

INGLESIDE—A School for Girls.
New Milford, Litchfield Co., Conn.
School year begins ...

LEGAL NOTICES.

NOTICE OF SALE.

And to Bondholders of Bonnie Doone Gold Mining Company to Produce Bonds and Coupons.

STATE OF NORTH CAROLINA, Union County.
In the Superior Court.
The Trust Company of America, Plaintiff, against
Bonnie Doone Gold Mining Company, Defendant.

Notice is hereby given that pursuant to judgment entered in the above-entitled action at the February Term, 1910, in the above-mentioned court, as modified by order entered April 2, 1910, for the foreclosure of a certain mortgage made by Bonnie Doone Gold Mining Company to The Trust Company of America, as trustee, which said mortgage bore date November 23, 1904, the property hereinbelow described will be sold by the undersigned commissioner at public auction at the court house door in Monroe, Union County, North Carolina, on the 6th day of June, 1910; such sale will be subject to confirmation by the court. The purchaser will be required to pay five hundred dollars ($500) in cash on the day of sale, and to pay the balance of the purchase price in cash within thirty days after the confirmation of said sale, but after paying in cash such further sum, if any, as the above-mentioned court shall determine to be necessary to provide for the payment of the expenses of said sale and of said action, including compensation to the plaintiff as trustee and its expenses, attorneys' and council fees, the purchaser will be entitled to apply to or toward the satisfaction of the balance of the purchase price any bonds or coupons issued under the above-mentioned mortgage, counting each such bond and coupon for that purpose at the net sum which would be distributable to the holder of such bond and coupon out of the purchase price, all sums so allowed to be stamped upon such bonds and coupons as paid thereon.

If the minimum cash sum required to be paid by the purchaser shall not have been ascertained before the time fixed for final settlement of purchase price the whole cash balance of purchase price over and above the amount required to be paid on the day of sale may be settled by credit on bonds and coupons as hereinbefore set forth, but in that event the court will retain jurisdiction of the property for the purpose of re-taking and re-selling the same if the purchaser fail within such time as the court shall fix to pay such cash amount as the court shall determine to be necessary for the purpose hereinbefore specified.

All that certain tract of land situate, lying, and being in Union County, State of North Carolina, containing within its boundaries the following mines: Smart, Fulwood, and Dan Alexander, and bounded as follows: Beginning at a stone and pointers, 2 B. J.'s gone; thence S. 14¼ W. 13 poles to a P. O. stump and pointer, "Secrest's corner"; thence with two of his lines, (1) S. 12 E. 109 poles, crossing a branch to a stake, pine gone; (2) S. 23 E. 129 poles to a pine stump, three black gum pointers, a corner of the Lewis Conder old place; thence with three lines of the same, (1) S. 28¼ W. 121 poles to a pine stump and pointer; (2) S. 44¼ W. 31¼ poles to a stake, 13 links of a black jack marked; (3) South 11¼ East 42 poles to a stone and pointers, near the branch, a corner of the Black Mine tract; thence with two lines of the same, (1) N. 55½ W. 61 poles, crossing the branch three times, to a post oak stump, near the branch; (2) S. 89¾ W. 171 poles to a stone; thence with Gribble's and Conder's land, N. 3¼ E. 234 poles to a P. O. stump and pointers, a corner of the Robertson land; thence with three of the same, (1) N. 5 E. 38 poles to a stone, stooping P. O. gone; (2) S. 87 E. 105 poles, crossing a small branch to a hickory stump and pointers; (3) N. 30¾ E. 181 poles to a hickory, David Stinson's corner; thence with two of his lines, (1) N. 11 E. 44 poles to a pine stump; (2) S. 17¾ W. 72 poles to the beginning, containing 496¼ acres, more or less, together with all personal property and fixtures now on said premises, and placed thereon during the continuance of the deed of trust executed thereon; and also all the corporate franchises and corporate rights, privileges, immunities of the defendant, and all the estate, rights, titles, reversions and remainders, and all personal property and rights owned by the defendant, as described in the complaint and in the deed of trust thereto attached as an exhibit, for the purpose of securing the payment of bonds issued.

This April 4, 1910.

FRANK ARMFIELD, Commissioner.

All persons holding any of the bonds of the Bonnie Doone Gold Mining Company, issued under the mortgage mentioned in the above notice, or any coupons for any interest on any of said bonds, are required to present their said bonds and coupons to the undersigned Clerk of the Superior Court of Union County, North Carolina, on or before the next civil term of said court, beginning 2nd Monday before 1st Monday in September, 1910, to be filed for payment thereon of such portion of the proceeds of the sale mentioned in the above notice as may be distributable thereto.

This April 4, 1910.

[Seal] D. A. HOUSTON, Clerk Superior Court, Monroe, N. C.

BANKRUPTCY SALES.

NO. 13,444.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of MONTEZUMA MINES OF COSTA RICA, Bankrupt.

Notice is hereby given that on the 1st day of June, 1910, at twelve o'clock noon, the undersigned, trustee in bankruptcy, pursuant to order of the court, will sell at public auction in his office, No. 165 Broadway, Borough of Manhattan, New York City, the mining and milling properties of the MONTEZUMA MINES OF COSTA RICA, Bankrupt, formerly of the Montezuma Mines, Inc. The mines and mill of said company are situated in the district of Punta Arenas, Costa Rica, Central America, and consist of ten mining claims, two mill sites, and certain water rights or denouncements. The mines cover about 110 acres owned by the company, and have extensive workings and tunnels now open for their operation. Titles are being perfected which will increase the ownership of lands to about 1,020 acres, part of which is timber land. There are also fully equipped stamp and cyanide mills, necessary tools and equipment for working the mines and mills, machine shop, assay laboratory, office, storehouse, and manager's and workmen's houses. All available information will be given upon inquiry of the undersigned trustee at his said office.

LINDSAY RUSSELL, Trustee in Bankruptcy.

Dated May 25th, 1910.

BANKRUPTCY SALES.

UNITED STATES DISTRICT COURT, SOUTHern District of New York.—In the matter of THE GILLIN PRINTING COMPANY, Bankrupt.

Notice is hereby given pursuant to an order entered herein, bearing date the 8th day of May, 1910, that all the property, assets, and effects of The Gillin Printing Company, located at 608-614 West 43d St., New York City, will be sold at private sale, on sealed bids, to be sent to the receiver at the office of his attorney, Charles L. Hoffman, 31 Nassau Street, in the Borough of Manhattan, New York City, which bids will be opened at said office on May 31st, 1910, at 12 o'clock noon.

That the said property consists of printing presses, safes, office furniture, type, ink, paper, tools, and other machinery used in conducting a printing and lithographing establishment, as well as stock pertaining to said business. There will also be included in such sale all of the right, title, and interest of the receiver in and to the lease of the premises occupied by The Gillin Printing Company at 608-614 West Forty-third Street, Borough of Manhattan, City of New York, which lease is for the term of ten years and three months from February 1st, 1905. All bids must be accompanied by a certified check for 10%, and must be for at least the amount at which said property is appraised.

That if said bids are rejected said property will be sold at auction by Charles Shongood, official auctioneer, upon two days' notice.

The property may be inspected on the premises on any day between 10 o'clock in the morning and 4 o'clock in the afternoon.

TIMOTHY J. HAYES, Receiver Gillin Printing Co.
CHARLES L. HOFFMAN, Attorney for Receiver, 31 Nassau St., New York City.

PUBLIC NOTICES.

NOTICE.

PUBLIC SERVICE COMMISSION FOR THE First District.—In the matter of the application of the THIRD AVENUE BRIDGE COMPANY for the approval of a contract, dated May 2, 1910, between the Third Avenue Bridge Company and Frederick W. Whitridge, as receiver of the Third Avenue Railroad Company.

Application has been made to the Public Service Commission for the First District by the Third Avenue Bridge Company pursuant to Section 54 of the Public Service Commissions Law for the approval of a certain contract dated May 2, 1910, between the Third Avenue Bridge Company and Frederick W. Whitridge, as receiver of the Third Avenue Railroad Company, in reference to the construction and operation of the road of the Third Avenue Bridge Company.

A hearing upon said application will be held in the hearing room in the office of the Public Service Commission for the First District, No. 154 Nassau Street, Borough of Manhattan, City of New York, on the 2nd day of June, 1910, at 2:30 o'clock in the afternoon, at which hearing said application will be considered.

Dated New York, May 28, 1910.

THIRD AVENUE BRIDGE COMPANY, By WALTER J. QUINN, President.

Capital Seeking Investment

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If you have an opportunity for the safe and profitable investment of capital, insert a Business Opportunity advertisement in The New York Times.

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We have good markets in unlisted and inactive securities and respectfully invite inquiries.
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We submit the record of our offerings as evidence of our qualifications.
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THE FINANCIAL SITUATION.

While the general understanding that the Stock Exchange would be closed for three days in connection with the Decoration Day holiday had much to do with the restricted volume of trading in securities throughout last week, yet it is probable that the extreme dullness and narrow movements of prices were again reflective in a general way of the obscurity which at this season of the year always envelops crop and business prospects. In other words, the markets along with the crops and the business world are resting in what Wall Street knows as the "between seasons" period, and only the operations of professional traders, whose business it is to take chances which ordinary people gladly avoid, save stock markets, grain markets, and cotton markets from complete stagnation just at this time. It is obvious that from the movements of markets controlled by trading of this kind very little of value is to be deduced. In the case of the stock market the truth of this was well proved on Wednesday of last week, when declines of 3 points or so in Union Pacific and Reading and 2 points or more in numerous other high class stocks occurred. These losses were forced by speculators impatient of the market's inactivity, and to accomplish their purpose they did not hesitate to set afloat disquieting rumors concerning the well-being of prominent financiers and of prominent financial institutions, which were, of course, absolutely without foundation in fact. Aside from the recessions thus brought about on this particular day prices displayed an undertone of firmness which was presumably not unconnected with the steady lowering of wheat and cotton prices which went on in the markets for these commodities. Within a few days we shall have for appraisement the reports by the Government on wheat and cotton progress during the month of May and the compilation by the Bureau of Statistics covering our foreign trade for the same month. These are important documents, and with their publication trustworthy opinions may finally be formed regarding, first, the probable outcome of Winter wheat, the acreage of cotton and the effect upon the plant of the early storms, and, finally, the tendency of our foreign trade, so long disappointing, but furnishing in the April report evidence of improvement, a continuation of which through May would prove most welcome.

Announcement was made on Thursday of the definite sale in Paris of the $50,000,000 St. Paul bond issue which had been for some time under negotiation with French bankers. While the premature announcement of the fact that negotiations for the sale of this issue to the French bankers made the affair seem long drawn out, the fact is that considering the many obstacles presented in French laws and customs the transaction was concluded with surprising promptness and skill by the great American house which had it in charge. There seems to be a disposition on the part of superficial observers of these various financial negotiations with Paris to minimize or altogether fail to grasp the significance of the movement. It is, therefore, worth while to reiterate two of the most important points involved in the raising of capital for American railroad enterprises in Paris. In the first place the plain truth is that had our bankers not opened up this source of supply many of our railroads, and even of our industrials, must have abandoned plans involving the expenditure of millions of dollars, and corresponding activity in a hundred manufacturing lines must have been curtailed. The home supply of funds was simply inadequate to the combined demands of the corporations which have now financed their needs in Europe and those of smaller but, nevertheless, important industrial and mercantile concerns. And all this because Americans are buying automobiles instead of bonds, or in less wealthy circles finding a use for every part of their incomes to meet the increased cost of living. In the second place there is in the opinion of those engaged in the current negotiations no good reason why they should not prove to be the forerunners of a sustained investment movement of French capital in American securities. France is the most thrifty nation in the world, and access to the savings of her people is favored at the moment by political and financial conditions throughout Europe. Fresh supplies of capital are most important to us, and will probably prove to be so for several years to come, owing both to the facts set out above as regards the unsatisfactory condition of our own bond market and for the further reason that if, as now seems likely, we must replace by manufactured goods our former immense sales of agricultural products to Europe great sums of money will be needed for the purpose and must come from a source always open and adequate to the demand. It is fitting that place should be found here for words of appreciation of the truly patriotic service which our bankers have performed in opening up for our industries a source from which capital may be drawn for the expansion of their Nation-wide, benign activities.

Developments in business or crop conditions during the week were, as a rule, favorable. In the iron and steel trades the acknowledged organs in their usual weekly reviews of conditions noted the fact that recent reductions in pig iron prices had stimulated forward buying, while the accumulation of good news from agricultural districts possessed the virtue of quickening interior trade, particularly in dry goods and railway equipment lines. As for the crops themselves, another week of most propitious weather, making in all a fortnight of nearly ideal conditions, has found its reflection in further sharp declines in both wheat and cotton, forcing liquidation in both commodities by the speculative interests so long in control of their movements. It is rather noteworthy that in Chicago and in St. Louis where so much pessimism regarding the crops was to be discovered a month or more ago equally exaggerated notions of the year's agricultural outturns of an exactly opposite kind are now entertained.

The contrast presented by the relative ease in money in this market and the higher discounts fixed in London last week—leading there to the importation of gold from France—is superficial. There is nothing obscure in the London situation; the collection of taxes delayed by the budget controversies has resulted in the ingathering of no less than $64,000,000 by the Bank of England as Government deposits since the close of April, and the takings of this money from joint stock and other banks where it had long been held, with resulting ease to the money market, has naturally enough led to hardening rates. Whether the comparative stringency thus brought about is to be long continued or not seems to be a question puzzling to English financial interests, but so far as we ourselves are concerned the principal inference to be derived from this condition of affairs is that loanable capital in London is restricted in quantity and that the outlook for the international money market at the crop moving season is, therefore, not overcheerful. Our own ease is in a way deceptive; the inactive stock markets have made call money so plentiful and so cheap as to draw attention from the small supply of funds for other purposes. This supply is anything but satisfactory, a statement which needs no better proof than expert banking opinion that the St. Paul could have raised here no such sum of money as it has obtained from France, save by the use of the disliked short term note. A search for reasons for this situation points strongly to the speculation in commodities and in lands in the West as bearing the responsibility. Speculation in commodities seemed last week to be meeting the fate which the promise of good harvests must, if realized, fix upon it, but the land boom goes on. It is perhaps not too much to assert that unless Western bankers awake to the dangers of the situation and apply the brakes sharply to this speculation we shall have trouble of a serious kind this Fall, and something worse next year.

LONDON EXPECT LOWER RATE.

Thinks Bank of England Has Merely Postponed Action.

Special Cable to THE NEW YORK TIMES.

LONDON, May 29.—The decision to reduce the Bank of England rate is regarded as merely postponed till next Thursday, and the prospect of cheaper money is largely responsible for the liveliness of consols during the past week.

Erroneous reports of J. P. Morgan's ill-health caused a sharp fall in the American market here Friday, while on Saturday, in view of the Wall Street holiday, that department attracted little attention here.

A DULL WEEK IN PARIS.

Heaviness in Every Department Partly Due to Rise of London Exchange.

Special Cable to THE NEW YORK TIMES.

PARIS, May 29.—The Bourse has been exceedingly dull, heaviness prevailing in every department. This condition was partly due to the rise of exchange on London, which again was caused by unusually important remittances from France to England on account of new issues of securities which were largely taken here.

The approach of the end of the month with the unsettling effect of the death of the English King also had much to do with the unsatisfactory state of affairs. Rio Tintos closed at 1831.

FIRM TONE IN BERLIN.

Early Anxiety Overcome by a Good Bank Report.

Special Cable to THE NEW YORK TIMES.

BERLIN, May 29.—A generally firm tone was maintained on the Berlin Boerse during the week. Trading was moderately active in the market. At the beginning of the week it was somewhat dull, anxiety regarding the international money situation and the menace of a drain of gold to London making its influence felt. An exceptionally favorable statement issued by the Reichs Bank tendered to counteract these adverse factors and restore confidence, and the active participation of private buyers aided the process.

Trading in electrical shares was again very active.

THE MARKETS OF EUROPE.

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IRON SELLS FREELY AT PRESENT PRICES

Large Tonnages Change Hands When Pig Iron Reaches the Right Level.

STOCKS OVERESTIMATED

Steelmakers Said to Be Running Short on Stocks Necessary to Keep Mills Busy in New Quarter.

Special to The New York Times.

PITTSBURG, May 29.—Steelmaking irons in the Central West have finally reached a price basis on which buyer and seller can meet. What looked dangerously like a lull in consumption a month ago proves now to have been merely the refusal of consumers to come into the market until prices of pig iron had reached their bottom level. Yesterday closed a fourteen days' buying movement in which 22,000 tons of Bessemer and 18,000 tons of basic changed hands, and inquiries in this market, nearly all for spot iron, indicate that as much more will be closed in the coming week.

Consumers' stocks had reached a much lower point than producers of steelmaking irons imagined. Much of the Bessemer and basic tonnages that have been closed the past ten days are for rush shipments. Among consumers that are still inquiring are the Cambria Steel Company, which needs 5,000 tons of Bessemer to round out the second quarter of the year, and the American Steel Foundries Company, which, having secured 5,000 tons of basic for the third quarter, now admits its need or a like tonnage of prompt basic. Inquiries for steelmaking irons in this district at the close of the month aggregate 25,000 tons, much of it for shipment during June.

The history of the steelmaking iron market during the past two weeks seems likely to be repeated in foundry and malleable grades during the first two weeks of the incoming month. Consumers admitted last week that they needed foundry and malleable, but there was a variance of 25 cents on nearly all grades between buyer and seller. Foundry iron producers have thus far refused to shade the quotation of $15 at furnace, and a number of the larger furnace interests will not quote under $15.25, valleys, for No. 2. At $15 or a shade less there is every assurance that brisk buying of foundry iron would set in, but thus far, notwithstanding the admittedly large stocks of foundry iron in valley furnace yards, producers have succeeded in holding the market firm.

Quotations at the close of last week were precisely what they were seven days earlier—$16, Valleys, for prompt Bessemer; $15 for basic on future deliveries and a shade less for spot basic; $15 to $15.25 for No. 2 foundry iron, and $15.25 to $15.50 for malleable. Makers of Bessemer during the week succeeded in getting $16.25 for Bessemer for advanced deliveries, and the $16 price only applied to prompt iron, or deliveries within the next sixty days. On a trade deal for 3,000 tons of Bessemer the leading independent merchant interest got $16.25. On a sale of 5,000 tons for prompt delivery to a steelmaking interest in the Youngstown district one furnace company in the Valleys closed at $16 furnace, which gave the buyer the iron at $16.40, delivered. Small tonnages to a Sharon, Penn., buyer and to one of the Westinghouse interests brought $16.25, at furnace, and one contract for deliveries at Monessen, Penn., over the second half was closed at $16.50, furnace. On the inquiry of the American Steel Foundries Company for deliveries of basic at its Alliance, Ohio, plant several makers of basic in Valley territory withdrew from the bidding when the company asked lower quotations than $15 Valleys. This quotation would give the company its iron delivered at under $15.50.

One lot of malleable iron sold at $15.25, furnace, for third quarter delivery. Several small tonnages of No. 2 foundry brought $15.25, Valleys, and a number of consumers are canvassing the market looking for $15 foundry iron. The make of forge is very slight, and there has been no large inquiry to bring out a quotation. Producers of forge iron are expecting labor troubles in connection with the settlement of the puddling scale for the year beginning July 1, two conflicting sets of wage demands having been put out by rival labor organizations.

Coke producers have shared in the market revival, closing large contracts, though at ruinous prices. Spot coke sold during the week at $1.50, Connellsville. Four contracts for large tonnages were closed for six month periods at $1.70 to $1.80. The Cambria Steel Company closed the largest single contract made yet this year, taking nearly half the output of the Tower Hill Coke Company for two years, beginning Jan. 1, 1910, at a flat rate, understood to be well under $2, Connellsville. The contract carries with it an option for a third year. Usually such long-term contracts are closed on a sliding scale basis. Under the contract the steel company must take a minimum of 15,000 tons a month and a maximum of 20,000 tons—the contract thus involving a minimum tonnage of 360,000 tons for the two years, or 720,000 tons for the three years. This is equivalent to the total output of the entire upper and lower Connellsville regions for one week to twelve days at the present rate of production.

Cross currents showed themselves in the crude and finished steel trade during the closing week of the month. The decline in the price of Bessemer pig iron carried with it a slight recession in crude Bessemer steel, though open hearth billets and sheet bars remained practically unaffected. Small tonnages of Bessemer billets sold down to $25.50 mill, the lowest quotation on crude steel this district has seen since last September. On the other hand, wire and pipe were in better position than at any time since last February; plates were so much stronger that all quotations under the market were recalled abruptly even by the small mills, while structural mills reported a further falling off in tonnage booked.

The semi-finished and finished steel trade views with some misgivings the approach of the close of the half-year period. Many of the contracts on which the mills are now running expire June 30, and the recent liberal specifications under these contracts may presage renewals for the next half-year on a restricted basis. Specifications have been more liberal in plates, wire, pipe and merchant steel during the last half month than during any fortnight since the opening of March. The larger interests view the ending of the half-year with no apprehension.

The wire and merchant pipe mills in this district have felt this stimulus, and were running on better time last week. Sheet mills were running practically full, but the structural trade was not in satisfactory condition as to new business booked, and the cutting of prices on shapes assumed serious proportions.

The most spectacular feature of the buying movement in finished product during the week was the letting of line pipe contracts involving 60,000 tons of large size steel pipe. The contract for 290 miles of large pipe, for the new gas pipe line of the Arkansas Natural Gas Company, went to the National Tube Company. Work on the new line is to start in ninety days. The Arkansas company let the entire contract for the new project to the general contracting firm of Booth & Flinn, Pittsburg. An attempt had been made to finance the project in the East, but the bonds proved not to be acceptable to Eastern interests, and the general contractors here finally closed the deal by taking the bonds, and financing the entire undertaking. The Eastern financiers looked on the project with disfavor because it involved a bond issue of $4,000,000 to provide a natural gas supply to a population of less than 125,000 people, in the three towns of Little Rock, Hot Springs and Pine Bluff, Ark. The specifications call for 50 miles of 18-inch, 99 miles of 16-inch, 98 miles of 12-inch and 22 miles of 10-inch. It is the largest line pipe contract placed thus far this year.

A second contract, for 40 miles of 20-inch pipe, was placed by the United Gas Company, for extensions in Ohio. This same interest is to place a duplicate order later in the season. The taking over of the producing territory of the Manufacturers' Light & Heat Company, in West Virginia, by the Hope Natural Gas Company, a Standard Oil subsidiary, carries with it the promise of pipe line extensions this year by the Standard Oil in the West Virginia field involving over 20,000 tons of large size steel pipe. Under the new deal, the local light and heat company becomes a distributing concern, and the Standard, assuming all leases and main lines in its producing territory, becomes a wholesaler of gas, with a 20-year contract with the distributing company. The closing of the deal was followed by the cancellation of contracts already let by the Manufacturers' Company for 20 miles of 10 and 12 inch pipe, but the Standard already has plans perfected for many connecting links in the gas fields, and will proceed with the development of the West Virginia territory on much broader lines than the local company could attempt.

It was intimated here at the close of the week that the great project of the Everett interests for a 550-mile gas line from the Arkansas fields into St. Louis, all 18 and 20 inch pipe, would be abandoned for this year, though proposals for the pipe already have gone in from the large producing interests here.

BOSTON COPPER GOSSIP.

Special to The New York Times.

BOSTON, May 29.—There is strong talk of a merger of Calumet and Arizona and Superior and Pittsburg. Many of the leading interests in the two companies are identical.

Calumet and Arizona reports opening up on the 1,450-foot level an ore body averaging better than 4 per cent., which is believed to be a continuation of the ore body above.

Tri-Mountain is making money now. For the first three months of 1910 the production was 78,679 tons of stamp rock, running 18.81 pounds of copper per ton. The yield per ton in the corresponding period last year was 15.31 pounds, and the tonnage was 1,900 more in 1909 than in 1910. The lower levels show marked improvement.

Mohawk's April record was its best—1,066,000 pounds of refined copper, at the rate of 15.89 pounds per ton of rock.

Keweenaw is practically assured of a commercially valuable lode by the developments south of the Medora shaft, where the shaft is bottomed at 190 feet in good copper ground. Butte-Balakiala reports that expectations are surpassed by the ore body on three levels. The vein at 800 feet is 34 feet wide and averages better than 10 per cent. copper with a large quantity of the richest glance ever found in the Butte region.

Promising ore bodies are being opened up in the lower levels of Utah Consolidated. Average values are said to be better than the average of the mine.

Miami is finding ore below the 670-foot level, where it was not expected.

British Columbia will blow in its smelter again to-morrow.

INVESTIGATING CONGESTION.

Committee Recommends Exhaustive Inquiry of the Subject.

The report of the Permanent Committee on Congestion of Population in the city will be turned over to-day to the commission which Mayor Gaynor appointed recently. The report which has to do with plan and scope was adopted by the committee at its meeting on Thursday last.

The committee recommends the appointment of a clerk and a statistician, the hiring of adequate offices, and the preparation of maps and sketches to show congested conditions, and an appropriation for printing the report of the commission. It also recommended that the time allowed for printing this report be extended to March 1, 1911.

The suggestion also is made that committees on these subjects be appointed: Public squares and buildings, parks, playgrounds, schools, and recreation centres; streets and highways, transit and docks, housing conditions, regulation of buildings and location of new settlements; factories, taxation, legislation, health, immigration, administration of laws and municipal ordinances, labor and wages, and charities.

Some of the plans suggested are hearings on actual conditions, statements by the Consuls regarding methods in the principal countries of Europe, and obtaining the opinions on the subject of heads of city departments. Among the subjects the commission probably will take up are the present congestion of population and room overcrowding, the economic and administrative causes of congestion, the methods employed in this country and abroad for relieving and preventing congestion, transit facilities and their relation to congestion, congestion or massing of factories and workers in factories, congestion or massing of offices, and congestion of streets.

Under the head of Economic and Administrative Causes of Congestion the subjects to be investigated will be the high cost of land, low wages, immigration, lack of supervision of living conditions, intensive use of land—high tenements and small yards, small rooms—sickness, the high cost of living, long hours of work, the lack of adequate means of transit, the systems of taxation for municipal purposes, and the method of paying for the city's improvements. An appropriation of $15,000 for the expenses of the commission is asked for.

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OCEAN TRADE PICKING UP.

Royal Mail Reports Gains in Eastern and South American Traffic.

The report of the Royal Mail Steam Packet Company for the year 1909 shows an increase in net profits of £41,700, and the Directors report a moderate improvement during the year, calling attention to the "hopeful development taking place in the Eastern trade, notably with China and Japan," in which the company has an interest through its connection with the Shire line of steamers. Tourist traffic to and from South America has increased, and the company, in anticipation of a still greater increase as a result of the opening of the transandean tunnel, connecting Valparaiso with Buenos Ayres, is making arrangements to strengthen its South American fleet. The company's West Indian route has not shown the same improvement, and the transatlantic mail steamers on this line, which have been running without a subsidy for some years, made diminished showings. The report makes complaint of competition which has disturbed freight rates between Continental ports and some of the ports of call along the Royal Mail routes.

On the other hand, as the result of prolonged negotiations with Continental lines, there has been an improvement in steerage rates from European ports. A satisfactory arrangement has also been recently made in regard to rates for steerage traffic homeward. The charges at many of the foreign ports of call, the report says, continue to be a heavy item of expenditure, but the Directors are hopeful that it may be possible to obtain some reduction in port charges during the current year.

One of the favorable items in the report is the reference to a considerable saving in expenditure of coal. Cargo traffic with Morocco showed an increase during the year, and the steamers on this route have been the means of developing the tourist traffic.

After making provision for depreciation, transferring £30,000 to reserve fund, and deducting the amount of the interim dividend already paid on the preferred stock, the Directors recommended to be paid out of the balance a dividend of 2½ per cent., less income tax, on the preferred stock, making the disbursement 5 per cent. for the year on that issue, and a dividend of 3 per cent., less income tax, on the common stock.

OPEN HEARTH STEEL GROWS.

1909 Output 84.9 Greater Than 1908 and 25.4 Per Cent. Over 1907.

The statistics of open hearth steel production for 1909 made public last week by the American Iron and Steel Association shows a phenomenal increase in this class of product, which had passed Bessemer steel for the first time in the previous year.

The total production of open-hearth steel ingots and direct castings in 1909 was 14,493,936 gross tons, against 7,836,729 tons in 1908, an increase of 6,657,207 tons, or over 84.9 per cent. The production in 1909 was much the largest in the history of the industry and exceeded the production of 1907, the next largest year, by 2,944,200 tons, or over 25.4 per cent. The production of open-hearth steel in 1909 exceeded that of Bessemer steel by 5,163,153 tons. In 1908 open-hearth steel exceeded Bessemer steel by 1,719,974 tons. Of the total production of open-hearth steel in 1909 13,892,896 tons were ingots and 601,040 tons were castings, as compared with 7,524,952 tons of ingots and 311,777 tons of castings in 1908 and 10,803,211 tons of ingots and 746,525 tons of castings in 1907. The production of open-hearth steel since 1896 is given in the following table:

Year.	Basic Openhearth Steel. Tons.	Acid Openhearth Steel. Tons.	Total Gross Tons.
1909	13,417,472	1,076,464	14,493,936
1908	7,140,425	696,304	7,836,729
1907	10,279,315	1,270,421	11,549,736
1906	9,658,760	1,321,658	10,980,418
1905	7,815,728	1,155,648	8,971,376
1904	5,106,367	801,790	5,908,166
1903	4,734,913	1,094,998	5,829,911
1902	4,496,533	1,191,196	5,687,729
1901	3,618,993	1,037,316	4,656,309
1900	2,545,091	853,044	3,398,135
1899	2,080,426	866,890	2,947,316
1898	1,569,412	660,880	2,230,292
1897	1,056,043	552,628	1,608,671
1896	776,256	522,444	1,298,700

NEW YORK STOCK EXCHANGE QUOTATIONS

SALES OF STOCKS IN THE WEEK ENDED MAY 27. TOTAL WEEK'S SALES, 2,042,597 SHARES.

1909 High	1909 Low	1910 High. Date.	1910 Low. Date.	Closing Friday May 27 Bid.	Ask	Week's Net Change	STOCKS.	Par Value.	Amount Capital Stock Outstanding.	Last Dividend Paid. Date.	Per Cent	Period.	Week First	Week High	Week Low	Week Last	Closing a Year Ago.	Sales Week Ended May 27, '10.
87½	88	54¾ Jan. 5.	82 May 8.	82	84	−1¼	**Allis-Chalmers Co. pf.**	100	$16,150,000	Feb. 1, '04.	1½	..	83	88	82½	82½	52¼	200
96⅞	65	90¾ Jan. 3.	63⅛ May 8.	69⅝	69¾	−2¼	Amalgamated Copper Co.	100	153,887,900	May 29, '10.	½	Q	71⅝	72	68⅝	69¾	85¼	108,500
50	33½	49 Jan. 10.	40½ Feb. 8.	45	45¾	−⅝	American Agricultural Chem. Co.	100	17,114,100	....	..	..	45	45½	45	45½	39⅝	400
49½	20¼	47¼ Jan. 10.	31½ Feb. 8.	36¾	37¼	−⅝	American Beet Sugar Co.	100	15,000,000	....	..	..	37	37½	36¼	37¼	38¾	1,300
15⅛	7½	13⅞ Jan. 3.	8¾ Apr. 28.	9⅝	10	−⅝	American Can Co.	100	41,233,300				10	10	9¾	9⅞	12⅛	800
86	71½	81½ Jan. 6.	71 May 2.	72¼	74	−1¾	American Can Co. pf.	100	41,233,300	Apr. 1, '10.	1¾	Q	74½	74½	73	73	82	1,200
76½	44¼	72⅞ Jan. 3.	55½ May 2.	61	61⅛	−⅝	American Car & Foundry Co.	100	30,000,000	Apr. 1, '10.	½	Q	62	62¼	60¾	61½	56¼	1,200
124¾	107½	120 Mar. 9.	113 May 10.	115	116	+1	American Car & Foundry Co. pf.	100	30,000,000	Apr. 1, '10.	1¾	Q	115⅞	116	115⅞	116	..	200
79¼	42⅛	69¾ Mar. 9.	57 Feb. 8.	64	64¼	+½	American Cotton Oil Co.	100	20,237,100	Dec. 1, '09.	5	A	64	64½	63	64	65¾	1,800
300	205	301 Jan. 8.	250 May 24.	245	270	−30	American Express Co.	100	18,000,000	Apr. 1, '10.	3	Q	250	250	250	250	229	100
10	6¼	8⅛ Jan. 5.	5¾ May 8.	6½	6¾	+⅝	American Hide & Leather Co.	100	11,274,100				6⅛	6¾	6⅛	6¾	8¾	8,500
51⅞	34	47⅛ Jan. 3.	29⅛ Apr. 28.	39	39½	+4	American Hide & Leather Co. pf.	100	12,548,300	Aug. 15, '05.	1	..	35½	40½	34¾	39	42⅝	9,755
42¼	18⅞	29¾ Mar. 8.	20 Feb. 8.	24	25	−1⅝	American Ice Securities Co.	100	19,042,500	July 20, '07.	1¾	..	25½	25½	24⅝	24⅛	39⅝	600
47⅝	29	46⅞ Jan. 13.	32 May 2.	35	37½	+⅛	American Linseed Co. pf.	100	16,750,000	Sept. 1, '00.	1¾	..	37	37	37	37	39¼	100
69¼	49	62½ Jan. 3.	45⅝ Feb. 8.	47	48	−1½	American Locomotive Co.	100	25,000,000	Aug. 26, '08.	1¼	..	49¼	49¼	46¾	48¼	58¼	1,900
122	109¼	115 Jan. 7.	108½ May 17.	104	109	..	American Locomotive Co. pf.	100	25,000,000	Apr. 21, '10.	1¾	Q	110	110	107½	107½	115	55
59	38	48 Mar. 21.	33 Jan. 20.	36	38	+⅛	American Malt Corp. pf.	100	8,671,000	May 3, '10.	2½	SA	36¼	36¼	36½	36¼	56¼	100
105½	77¾	104 Jan. 3.	72⅞ May 8.	78¼	79	−6	American Smelting & Refining Co.	100	50,000,000	Apr. 15, '10.	1	Q	81⅝	81⅝	78⅝	78⅞	94⅛	69,650
116⅞	101	112⅞ Jan. 3.	102⅞ Apr. 29.	104½	105¼	−⅛	American Smelt. & Refining Co. pf.	100	50,000,000	Apr. 1, '10.	1¾	Q	105⅝	105⅝	104⅝	104⅝	110	400
92	80	90⅞ Jan. 3.	86¼ May 12.	85	87	+⅛	American Smelting Securities pf. B.	100	80,000,000	Mar. 1, '10.	1¼	Q	86⅝	86⅝	86⅝	86⅝	89	108
105	95	100 May 3.	95½ Jan. 13.	99	100	+1	American Snuff Co. pf.	100	12,000,000	Apr. 1, '10.	1½	Q	99½	99½	99½	99½	..	100
66¾	34⅞	66 Jan. 10.	54 May 12.	54½	55	−1	American Steel Foundries	100	16,218,000	May 14, '10.	1½	Q	56⅞	56⅞	54⅝	55	41¼	1,000
136⅞	115⅞	127⅛ Feb. 28.	118¼ Feb. 7.	122½	123½	−1⅝	American Sugar Refining Co.	100	45,000,000	Apr. 2, '10.	1¾	Q	123½	123½	122½	122⅝	134	1,800
131	118	124 Feb. 8.	119 May 4.	121	123	−1½	American Sugar Refining Co. pf.	100	45,000,000	Apr. 2, '10.	1¾	Q	121	121	120⅞	120⅞	..	280
145½	125	143⅜ Feb. 24.	133⅛ May 2.	136	136⅜	−⅝	Amer. Telephone & Telegraph Co.	100	259,115,800	Apr. 15, '10.	2	Q	136¾	136⅞	136	136⅛	140⅝	4,000
104	90½	99⅜ Mar. 14.	91 Feb. 3.	95	97	+½	American Tobacco Co. pf.	100	78,689,100	Apr. 1, '10.	1½	Q	96	96	96	96	101	400
40½	26	39½ Mar. 18.	31 Feb. 8.	33	35	−½	American Woolen Co.	100	29,501,000	....	..	..	35	35⅝	34⅝	34⅝	35½	800
107⅝	93¾	104 Mar. 7.	97¼ Apr. 30.	99⅜	100	−¾	American Woolen Co. pf.	100	40,000,000	Apr. 15, '10.	1¾	Q	100⅝	100⅝	99⅝	99⅝	105⅝	600
54⅜	37¾	54 Jan. 3.	38 May 3.	42½	43	−1⅝	Anaconda Copper Mining Co.	25	80,000,000	Apr. 20, '10.	50c	Q	44	44	42½	42⅛	51⅛	5,860
125⅝	97⅞	124⅛ Jan. 3.	105⅜ May 2.	109¼	109⅝	−1⅝	Atchison, Topeka & Santa Fe	100	165,524,000	Mar. 1, '10.	1½	Q	110⅝	111⅛	108½	109⅜	109⅛	85,102
106⅜	100¼	104⅛ Jan. 10.	101⅝ May 27.	101⅝	101⅞	−⅝	Atchison, Topeka & Santa Fe pf.	100	114,199,500	Feb. 1, '10.	2½	SA	101⅝	101¾	101⅝	101⅝	105	1,200
143½	107½	137½ Jan. 5.	120 May 2.	121	123¼	−1¾	Atlantic Coast Line	100	56,963,900	Jan. 10, '10.	3	SA	124	124	122	123	128½	850
122¼	108½	119⅜ Jan. 8.	106 Apr. 28.	114	114¼	−½	**Baltimore & Ohio**	100	152,216,800	Mar. 1, '10.	3	SA	114¼	114⅝	113¼	114	114⅞	17,050
96	91	94 Jan. 7.	90 Feb. 4.	90	91	−⅝	Baltimore & Ohio pf.	100	60,000,000	Mar. 1, '10.	2	SA	90¼	90¼	90½	90¼	94	200
86¼	18¾	34 Jan. 3.	26½ Feb. 8.	28	29¼	−1	Bethlehem Steel Corporation	100	14,862,000	....	..	..	28½	28½	28½	28½	29¼	300
82⅞	67	82⅝ May 21.	68½ Feb. 7.	80⅞	81⅛	−1⅛	Brooklyn Rapid Transit Co.	100	45,000,000	Apr. 1, '10.	1	Q	82¼	82⅝	80¼	81	79½	81,254
164½	118	164½ Jan. 3.	133 May 3.	147½	149	−2¼	Brooklyn Union Gas Co.	100	17,997,500	Apr. 1, '10.	3	SA	149	149	146	147¼	..	500
21⅛	18	18⅛ Jan. 3.	11 May 18.	11	12	+⅝	Brunswick T. & Ry. Securities Co.	100	7,000,000	....	..	..	11⅛	11⅛	11⅛	11⅛	18½	200
87	23⅞	33 Jan. 4.	30¼ May 9.	30	30½	..	Butterick Co.	100	14,580,900	Mar. 1, '10.	¾	Q	30½	30½	30½	30½	..	100
189¾	165	198¼ May 25.	176¾ Feb. 8.	197⅝	197½	+1⅝	**Canadian Pacific**	100	149,998,900	Apr. 1, '10.	‡3½	SA	196	198¼	194⅝	197½	180	81,225
..	..	198 May 26.	174 Jan. 31.	..	..	+2½	Canadian Pacific sub. cfs., 3d pd.	..	....				193	193	193	193	..	100
51⅝	25½	48⅜ Jan. 3.	35⅛ Feb. 8.	39⅝	39⅝	−2¼	Central Leather Co.	100	39,545,100	....	..	..	42⅝	42⅝	37½	40	30	14,900
111	99¾	109⅜ Mar. 8.	105⅛ Feb. 7.	108	109	+⅛	Central Leather Co. pf.	100	83,226,600	Apr. 1, '10.	1¾	Q	108	108⅛	108	108	103⅜	420
328½	215	312 Jan. 7.	275 May 2.	275	300	..	Central Railroad of N. J.	100	27,436,800	May 2, '10.	2	Q	282	282	282	282	291½	15
91¼	55⅞	92 Jan. 3.	77⅛ Feb. 8.	86¾	86½	−1⅝	Chesapeake & Ohio	100	62,793,700	Mar. 31, '10.	1	Q	87⅞	88	86	86⅝	77⅜	13,750
74¾	57⅞	66¾ Jan. 3.	44 May 7.	45½	47	..	Chicago & Alton	100	19,587,800	Feb. 15, '10.	2	SA	46¾	46¾	46	46	70⅝	800
37⅝	31½	36⅞ Jan. 3.	26 May 2.	27¾	28¼	−⅛	Chicago Great Western	100	40,627,400	....			28½	28½	27	27⅝	..	2,200
64⅝	58⅞	64⅝ Jan. 10.	49½ May 13.	50⅝	52½	−1⅝	Chicago Great Western pf.	100	88,581,400	....			52½	52½	50	52½	..	400
165½	141	158⅞ Jan. 3.	134½ May 2.	138⅞	139	−1⅝	Chicago, Milwaukee & St. Paul	100	116,348,200	Mar. 1, '10.	3½	SA	140½	140½	138	138⅞	150¼	18,980
181	158½	172¼ Jan. 3.	155⅜ May 18.	155¾	157	−1¼	Chicago, Milwaukee & St. Paul pf.	100	116,274,900	Mar. 1, '10.	3½	SA	157	157	157	157	164	200
198½	173⅛	182½ Jan. 3.	146¼ Apr. 28.	151⅝	152	−1⅝	Chicago & Northwestern	100	130,121,700	Jan. 3, '10.	3½	SA	153	153	151	152	184¼	2,590
228	208	225 Jan. 4.	204⅜ May 19.	200	210	..	Chicago & Northwestern pf.	100	22,395,100	Apr. 1, '10.	2	Q	205	205	204⅜	204⅜	218	200
167	148	162½ Feb. 23.	140 Apr. 28.	145	155	+2	Chicago, St. P., Minn. & Omaha	100	18,556,200	Feb. 21, '10.	3½	SA	150	150	150	150	..	100
7	3½	5⅝ Jan. 4.	2½ May 24.	2½	3¼	−1	Chicago Union Traction tr. rcts.	100	8,523,000	....			3¼	3¼	2½	2½	..	500
18¼	7⅜	12¼ Jan. 4.	5¼ May 24.	6½	7½	−4¼	Chicago Union Traction pf., tr. rcts.	100	4,571,700	....			8	8	5¼	5½	..	1,000
83¼	68	92¼ Mar. 18.	77 Jan. 20.	84	85	..	Cleve., Cin., Chi. & St. Louis	100	47,056,300	Mar. 1, '10.	2	SA	85	85	85	85	72⅝	400
53	29	50 Jan. 8.	32½ Feb. 7.	37	38¼	−1⅝	Colorado Fuel & Iron	100	34,235,500	Apr. 15, '02.	1⅝	..	38¾	38¾	36¼	37¼	41½	1,200
68¼	51	65⅜ Feb. 25.	54½ Feb. 8.	60	60½	−1	Colorado & Southern	100	31,000,000	Dec. 31, '09.	2	A	60½	60½	59½	59½	64½	1,249
91½	21⅝	92½ Jan. 4.	6½ May 27.	6¾	8½	−⅝	Columbus & Hocking Coal & Iron	100	6,990,800	Mar. 1, '04.	¼	..	7½	7½	6½	6¾	63⅝	650
165½	114½	160⅜ Jan. 3.	130½ May 8.	141½	142	−⅝	Consolidated Gas Co.	100	99,809,000	Mar. 15, '10.	1	Q	141½	142¼	139¼	141½	144	28,600
26½	16½	23¼ Jan. 3.	14⅝ Apr. 28.	16	16⅝	−⅝	Corn Products Refining Co.	100	49,756,500	....			16⅝	16⅝	16	16¼	25	1,300
93½	73¼	86⅜ Jan. 3.	74 Apr. 28.	77½	78½	..	Corn Products Refining Co. pf.	100	29,817,600	Apr. 11, '10.	†2	Q	78¾	78¾	78¾	78¾	91⅝	100
63	45	62½ Feb. 25.	55 Apr. 20.	60	63	..	Crex Carpet Co.	100	2,989,300	Dec. 15, '09.	‡2½	SA	60	60	60	60	..	100
200	167⅝	185 Jan. 3.	167 May 2.	169	171	−¼	**Delaware & Hudson**	100	42,501,000	Mar. 21, '10.	2¼	Q	178	178	170	170	192⅝	700
54	87⅞	52 Jan. 3.	36 Feb. 8.	40	40¾	−1⅝	Denver & Rio Grande	100	38,000,000	....			41⅝	41⅝	39⅝	40	50⅞	4,595
90	79½	84 Jan. 3.	76½ Feb. 8.	79⅞	81	−¼	Denver & Rio Grande pf.	100	49,772,400	Jan. 15, '10.	2½	SA	80¼	80¼	79⅞	79⅞	87⅝	435
41⅝	32½	36⅞ Jan. 10.	27 Feb. 3.	30¼	31	−⅝	Distillers' Securities Corporation	100	30,768,000	Apr. 30, '10.	½	Q	31	31½	30¼	30¼	40⅝	695
21	14¼	18⅛ Jan. 8.	14 Feb. 8.	14	15	−⅝	Duluth, South Shore & Atlantic	100	12,000,000	....			14¼	14⅝	14¼	14⅝	16⅞	210
39	22⅝	34⅝ Jan. 5.	25¼ Feb. 8.	28¼	28⅜	−⅝	**Erie**	100	112,378,900	....			28½	29	28	28¼	34⅝	2,100
56⅜	36½	52⅜ Mar. 8.	41⅝ Feb. 7.	46	46½	−⅝	Erie 1st pf.	100	47,892,400	Feb. 20, '07.	2	..	47⅝	47⅝	46	46¼	52½	2,000
46	28½	42 Mar. 8.	32⅝ Feb. 8.	35½	36¼	−1⅝	Erie 2d pf.	100	16,000,000	Apr. 9, '07.	2	..	37⅝	37⅞	35⅝	35⅝	42½	500
94	80	88 Jan. 3.	58 Apr. 5.	67½	69	+¼	**Federal Mining & Smelting pf.**	100	12,000,000	Mar. 15, '10.	1⅝	Q	70¼	70¼	70⅝	70¼	..	200
95	61	109⅜ Feb. 16.	94 Jan. 20.	95	96⅝	+4	**General Chemical Co.**	100	7,410,300	Mar. 1, '10.	1¼	Q	99	99	99	99	..	100
108	98½	107 Mar. 18.	103 Jan. 4.	101	104	..	General Chemical Co. pf.	100	12,500,000	Apr. 1, '10.	1½	Q	102	102	102	102	103½	5
172¾	150½	160⅝ Jan. 6.	145⅜ May 2.	148½	150	−1⅝	General Electric Co.	100	65,179,600	Apr. 15, '10.	2	Q	150⅝	150⅝	148¼	148⅝	160⅝	1,819
157⅝	136⅝	143⅞ Jan. 3.	130⅜ Jan. 20.	134¼	135	−1⅞	Great Northern pf.	100	200,950,600	May 2, '10.	1¾	Q	137	137	133¼	134⅜	146⅞	10,100
88½	65⅝	80⅞ Jan. 4.	61 Apr. 28.	62½	63	−1⅛	Great Northern cfs. for ore prop.	...	1,500,000	Mar. 15, '10.	50c	SA	64	64	62½	62½	74½	1,210
108	89	97½ Apr. 14.	88½ Jan. 20.	95	96	−½	**Havana Electric Ry.**	100	7,500,000	May 14, '10.	1¼	Q	95½	95½	95½	95½	..	200
162⅛	137	147 Jan. 5.	132 May 8.	135	136	−⅝	**Illinois Central**	100	109,270,400	Mar. 1, '10.	3½	SA	136	136	135	135⅝	147	900
25⅞	11⅝	25¼ Jan. 11.	18 Feb. 3.	20½	20¼	−1¼	Interborough-Metropolitan	100	93,262,100	....			21	21	20	20½	16½	4,700
63⅝	36⅝	62½ Jan. 12.	45½ Feb. 8.	54½	54⅝	−2	Interborough-Metropolitan pf.	100	45,740,000	July 1, '07.	1¼	..	56⅝	56⅝	53½	54⅝	46	10,950
118⅜	62	125⅞ Jan. 10.	83⅝ Feb. 8.	99½	100⅛	+½	International Harvester	100	79,999,700	Apr. 15, '10.	1	Q	98⅝	100⅝	98	99½	88⅝	24,128
128	109¼	129 Jan. 4.	120 Feb. 17.	122½	123	+2	International Harvester pf.	100	60,000,000	Mar. 1, '10.	1¾	Q	123	123	123	123	120	128
19¼	9½	16 Jan. 3.	10¼ May 8.	12	12⅛	−⅝	International Paper Co.	100	17,442,900	....			13	13	11⅝	12¼	14	800
69⅜	47⅝	61¼ Jan. 8.	47⅝ May 7.	51	52	−⅝	International Paper Co. pf.	100	22,539,700	Apr. 15, '10.	¼	Q	52¼	52⅞	51	52	60⅝	1,095
54¼	33⅛	54⅝ Jan. 7.	42 Mar. 28.	47¼	47½	−1⅝	International Steam Pump Co.	100	17,762,500	Apr. 1, '05.	½	Q	48⅞	48⅞	47¼	47¼	40⅞	600
91⅜	82½	90¾ Jan. 17.	82½ Feb. 7.	85½	85⅝	+½	International Steam Pump Co. pf.	100	11,850,000	May 2, '10.	1½	Q	85½	85½	85½	85½	87	100
36	26⅜	30 Jan. 3.	18⅝ May 2.	20⅝	21⅝	−⅝	Iowa Central	100	8,524,400	....			21⅝	21⅝	21	21⅝	31⅝	1,810
62	48	54⅝ Jan. 3.	37 Apr. 30.	39½	40	−⅝	Iowa Central pf.	100	5,673,300	May 1, '00.	1½	..	40	40⅝	39	39⅝	58⅝	900
50¾	37	44¼ Jan. 3.	31 May 2.	34¼	34¾	−1½	**Kansas City Southern**	100	30,000,000	....			34¼	34¼	34	34	46⅝	400
75½	67⅞	71 Jan. 4.	63¼ May 2.	66	68	−2¼	Kansas City Southern pf.	100	21,000,000	Apr. 15, '10.	1	Q	66¼	66⅜	65¼	65¼	73⅜	500
..	..	45 May 20.	44 May 20.	44¾	45	..	**Lackawanna Steel Co.**	100	34,978,000	....			45	45	45	45	..	100
113⅝	104	116¼ Jan. 10.	97 Feb. 7.	105	105⅛	+⅝	Laclede Gas Co.	100	8,500,000	Mar. 15, '10.	1½	Q	104¼	105¼	104	105	..	20,400
64⅞	48	62⅝ Jan. 3.	51 May 11.	45	54	..	Lake Erie & Western pf.	100	11,840,000	Jan. 15, '08.	1	..	52	52	52	52	68	100
71⅝	59	70⅝ Apr. 14.	62 Feb. 3.	64	67	−2	Long Island	50	12,000,000	Nov., 1896.	1	..	64	64	64	64	..	200
162½	121	159⅜ Jan. 5.	141¼ Feb. 8.	147	148	..	Louisville & Nashville	100	60,000,000	Feb. 10, '10.	3½	SA	147⅝	148	146	148	139	1,500
95½	70	91⅛ Jan. 5.	85 Jan. 17.	87⅜	88¼	−1⅝	**Mackay Companies**	100	41,380,400	Apr. 1, '10.	1¼	Q	87⅝	87⅝	87⅝	87⅝	79⅝	100
77⅞	69½	78¼ Jan. 10.	75¼ Apr. 29.	75½	76	..	Mackay Companies pf.	100	50,000,000	Apr. 1, '10.	1	Q	76	76	76	76	78⅞	40
153½	137	139 Mar. 8.	132 May 2.	134	135	+1	Manhattan Elevated	100	60,000,000	Apr. 1, '10.	1¾	Q	136	136	136	136	147	236
9	5⅝	7⅛ Jan. 5.	5 May 4.	5¼	6	−⅝	Mercantile Marine	100	49,921,800	....			5¼	5¼	5¼	5¼	8	200
27⅞	18¾	24⅝ Jan. 5.	16½ Apr. 28.	17⅝	19	−¾	Mercantile Marine pf.	100	51,731,000	....			18½	18½	18½	18½	24⅞	100
65	51	53⅝ Jan. 4.	32 Apr. 15.	32	35	+½	Minneapolis & St. Louis	100	6,000,000	July 15, '04.	2½	..	34⅝	34⅝	34¼	34⅝	56⅝	810
149½	132½	145 Mar. 3.	130¼ Jan. 19.	139½	140½	−½	Minneapolis, St. P. & S. S. Marie	100	20,831,900	Apr. 15, '10.	3½	SA	140	140⅝	139½	140½	137⅝	1,500
50½	35½	51⅛ Jan. 5.	38 Feb. 3.	41⅝	41⅜	−1⅝	Missouri, Kansas & Texas	100	63,300,300	....			43⅛	43⅛	41⅛	41⅝	42	12,410
77½	65	73⅝ May 23.	65¼ Feb. 8.	71	71½	−1	Missouri Pacific	100	83,084,500	Jan. 30, '08.	2½	..	72½	73⅝	71	71	75	23,520
120	96½	115 Jan. 8.	101 Feb. 4.	106	107	+2¼	**National Biscuit Co.**	100	29,236,000	Apr. 15, '10.	1½	Q	106½	107¼	106½	107¼	106½	200
30¼	12⅜	28½ Jan. 3.	20¼ Feb. 7.	19½	19¾	−½	Nat. Enameling & Stamping Co.	100	15,591,900	July 15, '05.	½	..	20½	20½	20½	20½	16	100
94	71½	89⅝ Jan. 4.	72⅝ May 3.	77½	78	−1⅝	National Lead Co.	100	20,750,000	Apr. 1, '10.	1¼	Q	79½	79½	77	77⅝	86⅝	2,400
113⅝	102⅝	110½ Jan. 17.	106⅝ May 4.	107⅝	108½	..	National Lead Co. pf.	100	24,468,600	Mar. 15, '10.	1¾	Q	107⅝	107⅝	107⅝	107⅝	110	130
64	44½	67⅝ May 21.	60 Feb. 8.	65	66½	−1⅝	National Rys. of Mexico 1st pf.	100	28,830,200	Feb. 10, '10.	1	SA	67½	67⅝	66⅛	66¼	54	200
26⅝	21	29⅞ May 6.	24⅝ Jan. 15.	28	28¼	−½	National Rys. of Mexico 2d pf.	100	123,835,600	....			29¼	29¼	28½	28⅝	25⅝	1,500
..	..	21⅝ May 16.	20⅛ May 12.	20⅝	21	−⅝	Nevada Con. Copper	5	9,950,740	Mar. 31, '10.	37½c	Q	21⅝	21⅝	20⅝	20⅝	..	4,650
97¼	80	95½ Jan. 8.	71 May 8.	72½	73	+1	New York Air Brake	100	10,000,000	Oct. 22, '07.	2	..	74	74	74	74	..	292
147⅝	120½	128 Mar. 9.	114⅞ Feb. 8.	119⅜	119⅝	−1⅝	New York Central	100	222,722,400	Apr. 15, '10.	1¼	Q	121⅝	121⅞	119	119⅜	130¼	21,000
69	48½	67 May 27.	55½ May 4.	65½	66	+5	New York, Chi. & St. Louis	100	14,000,000	Mar. 1, '10.	3	A	61⅝	67	61⅝	65½	..	5,900
174⅝	154	162 Mar. 14.	149 Apr. 28.	155	156	+8⅝	New York, New Haven & Hartford	100	105,000,000	Mar. 31, '10.	2	Q	155½	155½	155½	155½	..	800
55⅝	42½	50 Jan. 5.	41⅝ May 3.	46¼	47	+½	New York, Ontario & Western	100	58,113,900	Aug. 9, '09.	2	A	47⅝	48¼	46½	47¼	49⅝	17,900
102	84½	108⅜ Mar. 21.	95 Jan. 25.	103	103⅛	−1⅛	Norfolk & Western	100	68,611,000	Mar. 18, '10.	1¼	Q	104½	104¼	102⅝	103¼	89	5,525
87½	72	84 Jan. 3.	70⅛ Apr. 28.	73½	74	−⅛	North American	100	29,779,700	Apr. 1, '10.	1¼	Q	74½	74½	73⅞	73⅞	81⅞	1,030
159½	133¼	145⅝ Jan. 3.	126 May 2.	131	131¼	−1⅝	Northern Pacific	100	247,951,900	May 2, '10.	1¾	Q	132⅞	132⅞	130¼	131⅝	147⅝	8,340
5⅝	2	8½ Feb. 17.	2⅛ May 6.	2¼	2½	..	**Ontario Mining Co.**	100	15,000,000	Dec. 30, '02.	80c	..	2½	2½	2½	2½	3¼	885
116½	76	118⅜ Jan. 12.	107 Feb. 15.	111	112½	..	**Pacific Coast**	100	7,000,000	May 2, '10.	†2½	Q	112	112	111	111	..	200
48⅛	29⅛	43¼ Jan. 4.	24 Apr. 28.	26½	27	−⅝	Pacific Mail	100	20,000,000	Dec. 1, '99.	1	..	27½	27½	26⅝	26¼	29¼	1,400
64⅞	45¼	46¼ Jan. 4.	33 Jan. 26.	32½	34	−1	Pacific Telephone & Telegraph	100	18,000,000	....			34	34	33	33	..	250
151¼	126⅞	138⅜ Mar. 9.	129¼ Feb. 8.	134½	134⅝	−⅞	Pennsylvania Railroad	50	401,364,150	Feb. 28, '10.	1¼	Q	135⅝	135½	133¼	134⅝	134⅞	84,400
120	101½	116⅝ Jan. 8.	105⅛ Feb. 8.	107½	108⅛	−⅞	People's Gas, Chicago	100	85,000,000	May 25, '10.	1¾	Q	108⅞	108⅞	108	108	114⅝	600
28	23½	28 Jan. 10.	18¼ Feb. 8.	22½	25	+½	Peoria & Eastern	100	10,000,000	....			22½	22½	22¾	22½	..	180
..	..	62¼ Feb. 8.	55 May 27.	53	60	−6	Pere Marquette 1st pf.	100	11,157,600	....			55	55	55	55	..	100
108½	99¼	106⅜ Jan. 8.	97 Feb. 8.	96	100	..	Philadelphia Co.	50	86,000,000	May 2, '10.	1½	Q	97	97	97	97	..	200
99⅞	86½	104⅝ Mar. 22.	95 Feb. 8.	100¼	100⅝	−⅛	Pitts., Cin., Chi. & St. Louis	100	85,284,400	Feb. 15, '10.	2½	SA	101½	101⅜	100⅝	100⅝	92	1,235
29⅝	10	27⅛ Jan. 5.	17½ May 8.	20	20⅝	−½	Pittsburg Coal Co., N. J.	100	28,104,600	....			20⅞	20⅞	20	20	12⅝	800
56	30½	51⅛ Jan. 8.	35¼ Feb. 8.	38½	39	−½	Pressed Steel Car Co.	100	12,500,000	Aug. 24, '04.	1	..	39⅝	39⅝	38¼	38¼	43⅝	652
111⅝	96	107½ Jan. 5.	97½ May 4.	98	100	..	Pressed Steel Car Co. pf.	100	12,000,000	May 25, '10.	1¾	Q	99	99	98	99	103⅝	645
200	169	200 Feb. 11.	156⅞ Apr. 29.	160½	162	+1¼	Pullman Company	100	120,000,000	May 16, '10.	2	Q	161	161½	160½	161½	189	506
9⅝	1⅝	8⅞ Apr. 5.	2⅝ Feb. 9.	8¼	8½	..	**Quicksilver**	100	5,708,700	....	..	..	8½	8½	8½	8½	7	100
54½	32½	51⅝ Jan. 3.	35 Feb. 7.	39½	40	..	**Railway Steel Spring Co.**	100	13,500,000	Oct. 22, '08.	1	..	40	40½	40	40	44½	800
109	97⅞	107 Jan. 17.	100¼ Apr. 29.	100	105	..	Railway Steel Spring Co. pf.	100	13,500,000	Mar. 21, '10.	1¾	Q	102¼	102¼	102¼	102¼	106	100
173⅜	118	172¼ Feb. 18.	153⅜ May 8.	162½	162⅝	−8⅞	Reading	50	70,000,000	Feb. 1, '10.	3	SA	166¼	166⅜	161⅜	162½	155¼	462,625
96	89	93½ Feb. 17.	90¼ May 2.	91	91½	+½	Reading 1st pf.	50	28,000,000	Mar. 10, '10.	2	SA	91	91	91	91	91½	165
117½	90	110½ Jan. 3.	98 May 2.	100¼	102	−1	Reading 2d pf.	50	42,000,000	May 10, '10.	2	SA	103	103	102¼	102¼	100	200
49½	16⅝	45⅞ Jan. 3.	32 Apr. 28.	33⅞	34¼	−⅝	Republic Iron & Steel Co.	100	27,352,000	....			34⅞	35⅛	33⅞	33⅞	29⅜	1,200
110¼	67⅞	104¼ Jan. 3.	96¾ May 2.	97⅞	98	−½	Republic Iron & Steel Co. pf.	100	25,000,000	Apr. 1, '10.	1¾	Q	98	98½	97½	97⅞	96	1,180
81	20⅞	57½ Jan. 3.	38⅝ Jan. 20.	43¼	43⅜	−2⅝	Rock Island Co.	100	90,618,300	....			45⅝	45⅝	42½	43¼	32¼	28,230
94⅝	57⅞	92½ Apr. 9.	81 Jan. 25.	89	89½	−1¼	Rock Island Co. pf.	100	49,758,500	Nov. 1, '02.	1	..	89	89½	89	89	70⅝	700
74	65¼	73 Jan. 6.	64½ May 5.	67	70	..	**St. Louis & San Fran. 1st pf.**	100	5,000,000	May 2, '10.	1	Q	67	67½	67	67½	70⅝	800
60⅞	36	60 Apr. 5.	44 May 2.	48	49	−⅝	St. Louis & San Francisco 2d pf.	100	16,000,000	Dec. 1, '08.	1	..	48⅝	49½	47⅝	48	45⅞	2,435
35⅝	20¼	34½ Jan. 3.	24½ Feb. 8.	32	32⅝	−¼	St. Louis Southwestern	100	16,356,200	....			32	32⅝	31⅝	32	27⅞	2,950
82⅞	47½	77½ Jan. 3.	69⅝ Feb. 7.	75⅝	76¼	+½	St. Louis Southwestern pf.	100	19,893,700	Jan. 15, '10.	2½	SA	75	76½	75	76	68	8,930
..	..	166½ Apr. 14.	155¼ Apr. 29.	..	..	+4	Sears, Roebuck & Co.	100	30,000,000	Feb. 15, '10.	1¾	Q	162	162	162	162	..	200
94⅝	68	86½ Jan. 3.	71 May 2.	72¼	73¼	−½	Sloss-Sheffield Steel & Iron Co.	100	10,000,000	Mar. 1, '10.	1¼	Q	72⅝	73¼	72⅝	73¼	85⅝	200
139⅝	114⅝	138¼ Jan. 4.	117⅝ May 3.	126⅛	126¼	−1⅝	Southern Pacific	100	272,672,200	Apr. 1, '10.	1½	Q	127¼	127⅝	124⅝	126	128⅝	84,800
34	22	33⅜ Jan. 3.	24 May 2.	26⅞	27	−⅝	Southern Railway extended	100	119,900,000	....			27¼	27¼	26¼	26⅞	31⅝	2,400
75½	60	75 Jan. 3.	59 May 2.	62½	63	−⅝	Southern Railway pf. extended	100	60,000,000	Oct. 17, '07.	1¼	..	63⅝	63⅝	62	62½	70	1,800
49	33½	40⅝ Jan. 3.	25 Apr. 29.	27¼	28	−1¼	**Tennessee Copper**	25	5,000,000	Dec. 28, '08.	$1.25	..	27¼	27¼	27	27	41¼	600
40½	30	36⅝ Jan. 3.	26¼ Feb. 8.	31⅝	32	−⅝	Texas Pacific	100	38,760,000	....			32½	33⅝	31¼	31⅝	34⅝	2,400
42½	12¼	19½ Jan. 7.	6 Mar. 10.	6¼	7	−1	Third Avenue	100	16,000,000	July 30, '07.	1½	..	6⅛	6⅞	6¼	6¼	26⅝	200
54⅞	43	54⅝ Jan. 4.	36 May 27.	36¾	37¼	−2⅝	Toledo, St. Louis & Western	100	10,000,000	....			38¼	38⅝	36	36	53⅝	1,000
74¼	64⅝	72¼ Jan. 4.	62⅛ Feb. 4.	62⅛	63⅞	−⅝	Toledo, St. Louis & Western pf.	100	10,000,000	Apr. 15, '10.	2	SA	64⅞	64⅞	63⅛	63⅞	69	1,800
116¼	97	117½ Jan. 3.	111 Jan. 25.	110½	112½	−1⅝	Twin City Rapid Transit	100	20,100,000	May 2, '10.	1¼	Q	111	111	111	111	104½	140
81¼	66	73 Jan. 15.	55½ May 9.	60	61	−2	**Union Bag & Paper Co. pf.**	100	11,000,000	Apr. 15, '10.	1	Q	60	60	60	60	76	800
219	172½	204⅜ Jan. 3.	175⅝ May 3.	183¼	183¼	−2⅝	Union Pacific	100	216,579,300	Apr. 1, '10.	2½	Q	185⅝	185⅝	182	183¼	189¼	205,275
118½	94	103⅜ Jan. 7.	93⅝ May 4.	94½	94⅞	−⅛	Union Pacific pf.	100	99,569,300	Apr. 1, '10.	2	SA	95⅝	96	94¼	94⅝	97¼	2,700
111	99	109½ Jan. 19.	106 May 2.	105	110	..	United Cigar Manufacturers' pf.	100	5,000,000	Mar. 1, '10.	1¾	Q	104½	104½	104½	104½	..	50
125½	115	122 Jan. 3.	104½ Apr. 28.	107¼	108	+1	United Dry Goods	100	11,163,100	May 2, '10.	2	Q	107	107	107	107	..	200
114	109	113⅞ Jan. 3.	108¼ Apr. 8.	106¼	107¼	+⅝	United Dry Goods pf.	100	10,849,100	Mar. 1, '10.	1¾	Q	108¼	108⅝	108¼	108⅝	..	810
77	50¼	72⅝ Jan. 8.	56½ Jan. 25.	61	62½	+1	United Railways Invest. Co. pf.	100	16,000,000	Jan. 10, '07.	2½	..	63	63	62	62	54½	300
35½	24⅝	32 Jan. 3.	20⅝ Apr. 26.	22	23	+1	U. S. Cast Iron Pipe & Foundry Co.	100	12,106,300	Dec. 1, '07.	1	..	21⅝	23	21⅝	23	33¼	600
110	82	145 Jan. 10.	104 May 17.	100	108	+2	United States Express Co.	100	10,000,000	May 16, '10.	3	SA	106	106	106	106	..	100
87	60	84½ Jan. 4.	72 Feb. 8.	74½	75	−2½	U. S. Realty & Improvement Co.	100	16,162,800	May 2, '10.	1¼	Q	76	76	73½	74½	84	850
57⅝	27	52½ Jan. 3.	35 Feb. 7.	40½	41	−2	United States Rubber Co.	100	23,666,000	Apr. 30, '00.	1	..	42	42¼	40¼	40⅝	38	1,800
123⅜	98	116⅝ Jan. 10.	108 Feb. 7.	111⅝	112¼	−2	United States Rubber Co. 1st pf.	100	39,824,400	Apr. 30, '10.	2	Q	112½	112½	112	112	112	540
94⅞	41¼	91 Jan. 3.	75 Feb. 8.	82⅝	82⅞	−1¼	United States Steel Corporation	100	508,495,200	Mar. 30, '10.	1¼	Q	84⅝	84⅝	82⅝	82⅝	64⅝	486,400
131	107	125⅝ Jan. 3.	115⅝ Apr. 28.	117⅝	118	−⅝	United States Steel Corporation pf.	100	360,314,100	May 28, '10.	1¾	Q	118½	118⅝	118	118	120	6,740
67¼	39¾	60¼ Jan. 6.	40¼ Apr. 28.	46	46¼	−1¼	Utah Copper	10	15,328,210	Mar. 31, '10.	75c	Q	47½	47½	45¼	46	51⅞	6,300
56⅝	40⅝	62¼ May 27.	47 Feb. 8.	61⅝	61⅝	..	**Virginia-Carolina Chem. Co.**	100	27,984,400	Aug. 20, '09.	3	..	61	62¼	60	61⅝	50¼	26,600
27⅝	15	27⅝ Jan. 3.	18¼ Apr. 28.	20¼	21	−1	**Wabash**	100	53,189,200	....			21¼	21¼	20¼	20⅝	21⅝	2,400
61⅝	41	61 Jan. 3.	39⅝ Feb. 8.	45½	45⅝	−2	Wabash pf.	100	39,189,200	....			47⅝	47⅝	44⅝	45½	58⅝	10,000
650	300	186 Jan. 17.	152 Feb. 8.	168	175	+¼	Wells-Fargo Express Co.	100	23,967,300	Jan. 15, '10.	5	SA	172½	172½	172½	172½	..	200
..	..	54⅝ Mar. 12.	42¼ May 3.	46½	48½	−1¼	Western Maryland Ry.	100	23,959,500	....			48½	48½	47	47	..	975
..	..	71 May 23.	68½ Apr. 12.	70⅝	71½	+½	Western Maryland Ry. pf.	100	10,000,000	Apr. 20, '10.	1	..	71	71	70¼	71	..	900
85¼	64	78¼ Mar. 4.	67 May 2.	67⅝	68	−1	Western Union Telegraph	100	99,701,600	Apr. 15, '10.	¾	Q	68	68	67¼	67¼	75¼	600
90	74	82½ Jan. 3.	61 Apr. 28.	63¼	64¼	−1	Westinghouse E. & M.	50	36,239,850	Oct. 10, '07.	2½	..	65	65	63⅝	64	83⅝	600
12⅞	5	10 Jan. 3.	5 Apr. 28.	[illegible]	4½	[illegible]	Wheeling & Lake Erie	100	20,000,000	....	..	..	[illegible]	[illegible]	[illegible]	[illegible]	11⅝	200
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Wisconsin Central	100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

George W. Young & Company
BANKERS
Mutual Life Building 59 Cedar Street
Interest on Deposits
Transact a General Banking Business
INVESTMENT SECURITIES

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS
White Water Valley Division,
First 4s, due July 1, 1940.
Price to net 4.45.%
CHISHOLM & CHAPMAN,
BANKERS,
Members New York Stock Exchange.
71 BROADWAY, NEW YORK.

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111 Broadway, New York
BONDS AND GUARANTEED STOCKS
Orders Executed In All Markets

THE STATE OF TRADE.

The reports to mercantile agencies of the condition of general business over the country show no change from the dullness of the past weeks. There is a bitter feeling in some of the large centres. Retail merchandising everywhere has been affected by the continuation of cool weather, and wholesalers and jobbers seem inclined to wait on the railroad's decision as to rates, and upon the determination in the great commodity markets of what direction the prices of cotton and grain will take.

Bradstreet's says:

Quiet still rules in trade and many lines of industry. Relatively most activity in jobbing trade is centred in meeting current demands, and Fall business still lacks form. Retail trade has shown some gain at leading Western markets, but is still classed as below expectations. Unseasonably cool weather is very commonly assigned as the cause for backward trade, but there are still in evidence the signs that uncertainty as to prices hold back future commitments.

Relatively best trade reports come from the Northwest, but there is rather more doing at some Western markets, though cool, wet weather was a bar to activity at most cities. Southern trade is, on the whole, slightly better. Eastern advices are of slight gains in some lines, but of quiet characterizing trade as a whole.

Really definitely new features of the week, and those in themselves containing evidences of favorable influences, are the further improvement in Spring and Winter wheat and cotton, advices that corn planting will be finished by June 1, and, finally, sharp and heavy breaks in cereal prices, which indicate overstaying of the markets and of definite gains in crop conditions.

In industry the features are the continuance of the rather more cheerful feeling in iron and steel. Cotton-mill curtailment promises to be more widespread. A full week's shutdown of many Eastern mills is scheduled. Relatively the most active industry at present seems to be that of building.

Collections are about fair, as a whole. Money is fairly firm. Less activity in real estate is noted at several markets. Clearings are smaller than last week, but larger than a year ago.

Crops have generally improved. Harvesting of bumper small-grain crops, such as wheat and oats, is about to begin in Texas. Winter wheat has improved in Kansas and Nebraska. Reports from Missouri are better than earlier expected. Insect damage is reported east of the Mississippi. Spring wheat has gained in the Northwest, though the weather has been too cool for best progress. It has been too cool or wet for corn in most Western States, and much replanting has been necessary. A large acreage is certain, but warmer weather is needed throughout the West and in Texas. Cotton shows improvement throughout the belt, except possibly in parts of Georgia. There is talk of boll-weevil damage in Louisiana.

Dun's Review says:

Changes in the business situation are in the line of moderate improvement. Crop prospects are better, and this is plainly indicated by the downward tendency of prices. Visible improvement is taking place in the iron and steel trade, and this is the best development of the past few days; there is a larger demand for both pig iron and for finished products, especially in agricultural and structural lines. A slow but steady betterment of conditions is also observable in cotton goods, although activity is still moderate. Wool continues dull, and the shoe trade is noticeably inactive, with curtailment of production taking place. Reports of retail and wholesale trade coming from the principal cities continue to show a wide difference of conditions in the different sections. Taking the country as a whole, however, in spite of these differences, the volume of transactions is great. Railroad earnings during the first half of May indicate this by their increase of 12.1 per cent. While bank clearings at New York are 2.6 per cent. lower in consequence of speculative inactivity, there is a gain of 4.2 per cent. outside of this city. Foreign trade shows little change; at New York during the latest week imports amounted to $17,517,757, an excess of $3,363,049 over the exports. The latter, however, as well as the imports, exhibit gains over the last two years.

The improvement in iron and steel is chiefly in the East and at the West. The Pittsburg market continues weak. Buying of cotton goods is still limited. The trend of trade is toward improvement, however, as reflected in fair sales at Fall River and New York, and in a more active interest shown by jobbers. In woolens and worsteds stocks goods are being offered at concessions. Jobbers are making headway in cleaning up seasonable stocks, but retailers are still very conservative in the volume of their weekly purchases. Trade in footwear continues slow and unsatisfactory. Curtailment of production is a necessity. Leather is generally inactive.

Declining commodity prices are a reflection of improved crop prospects. Scarcely without exception, reports from wheat territory are very favorable, and little attention is paid to stories of injury by hessian fly and black rust. Estimates of the Winter wheat harvest are being revised. Although some reports stated that the precipitation had been excessive, copious rains undoubtedly helped cotton. Interest is keen in the Government report to be issued next Thursday.

Print Cloth Market.

The print cloth market at Fall River showed a turnover of some 150,000 pieces last week, which was 85,000 pieces less than the week before. The buyers were not particularly insistent, and as the manufacturers failed to agree upon a general shutdown for a week, they were ready to sell certain lines at prices representing losses, but there was no large acceptance of offers. The week-end quotations, with the prices at intervals since last September for comparison, were:

	May 28.	May 21.	Jan. 29.	Sept. 25.
28-in., 64x64s	*4c	*4c	4¼c	3⅝c
28-in., 64x60s	†3¾c	3 7-16c	4c	3⅝c
27-in., 64x60s	†3⅝c	3 5-16c	3¾c	3⅜c
27-in., 56x50s	3⅛c	3⅛c	[illegible]	[illegible]
38½-in., 64x64s	5⅛c	5⅛c	[illegible]	[illegible]
39-in., 68x72s	5⅝c	5⅝c	[illegible]	[illegible]

*Nominal. †Bid. ‡Asked.

Wholesale Commodity Prices.

Dun's list of wholesale commodity prices in the neighborhood of New York shows sixteen advances and thirty-five declines for the week ended Friday. The principal changes were:

Advances.—Philadelphia iron bars refined, raw silk, lead, raw sugar, common and medium ... [illegible] ... pepper, turnips and dried peas, ethers, and glycerine.

Declines.—Wheat, corn, and oats; light hides, split crimpers leather, Bessemer pig iron, steel and forging billets, Pittsburg; live beef, hogs, and sheep; lard, pork, ribs, and tallow; Western eggs, Spring patent flour, onions, white turnips, cloves, cocoanut, cottonseed and linseed oils, rubber, turpentine, gum mastic, opium, and quicksilver.

NOTICE TO HOLDERS OF
The Metropolitan Telephone & Telegraph Company
First Mortgage 5% Gold Bonds.
The Mercantile Trust Company, Trustee, under a certain Mortgage dated May 24th, 1888, and an agreement dated November 1st, 1888, both executed by The Metropolitan Telephone & Telegraph Company, which the New York Telephone Company has assumed and agreed to pay, hereby invites proposals for the sale to it, on July 1st, 1910, of bonds secured by said Mortgage, at a price satisfactory to the New York Telephone Company, at a rate not exceeding par and ten per centum premium, to such an amount as shall not exceed the sum of $18,571.42.
THE MERCANTILE TRUST COMPANY as Trustee,
By GUY RICHARDS, Secretary.
New York, May 2, 1910.

MEETINGS AND ELECTIONS.

The Annual Meeting of the Stockholders of The Reproduction Company will be held at the office of the Company, No. 29 West 34th Street, New York City, on Monday, the 6th day of June, 1910, at 2 o'clock P. M., for the purpose of electing Directors for the ensuing year and for the transaction of such other business as may properly come before said meeting.
JOHN CLARK UDALL, Secretary and Treasurer.
Dated May 16th, 1910.

Alabama & Vicksburg Railway Company.
Jackson, Miss., May 4th, 1910.
Notice is hereby given that a special meeting of the stockholders of this Company will be held at 118 N. Congress Street, in the City of Jackson, Miss., on Friday, June 10th, 1910, at 11 o'clock A. M., to consider and determine the advisability of increasing the authorized capital stock of the Company.
By order of the Board of Directors.
(Signed,) H. W. WENHAM, Secretary.

NOTICE IS HEREBY GIVEN OF A MEETING of the stockholders of W. A. Courtney & Co., Limited, called by its Board of Directors, to be held at the office of the Company, No. 99 Water Street, Borough of Manhattan, New York City, on the 20th day of June, 1910, at 2 o'clock P. M. on that day, for the purpose of voting upon a proposition that such corporation be forthwith dissolved.
Dated New York, May 16th, 1910.
BUCKNER W. ANDERSON, Secretary.

McCREADY-BEALS CO.
The annual meeting of the Stockholders of McCready-Beals Co. for the election of Directors will be held at the office of the Company, 11 West 34th St., N. Y., at eleven o'clock A. M. on the first day of June, 1910, and immediately following their election a meeting of Directors will be held for the purpose of electing officers for the ensuing year and for the transaction of any other business that may properly come before the board.
ROBERT S. GARDEN, Sec'y.

NOTICE TO STOCKHOLDERS.
The Annual Meeting of the Stockholders of Block Light Company will be held at the office of Edward Steindler, No. 1,402 Broadway, Room 309, at 2 P. M., on Monday, June 6th, 1910, for the election of Directors for the ensuing year, and for attention to such other business as may be properly brought before the Meeting.
H. LIEBER, Secretary.

DIVIDENDS.

BUTTE COALITION MINING CO.
42 Broadway, New York, April 26th, 1910.
NOTICE OF DIVIDEND.
The Board of Directors have this day declared a quarterly dividend of twenty-five cents ($.25) per share on the outstanding capital stock, payable June 1st, 1910, to stockholders of record at Three O'Clock P. M. May 17th, 1910. Transfer books close at three o'clock P. M. May 17th, 1910, and reopen at ten o'clock A. M. June 2d, 1910.
J. W. ALLEN, Secretary and Treasurer.

PROPOSALS.

POCAHONTAS CONSOLIDATED COLLIERIES COMPANY, INCORPORATED.
FIFTY-YEAR FIVE PER CENT.
GOLD BONDS.
Notice is hereby given, pursuant to the terms of the Mortgage dated July 1st, 1907, that the undersigned, as Trustee, will receive sealed proposals up to 3:00 P. M. on the 8th day of June, 1910, for the sale to it of bonds as above described ... to use the sum of $35,066.16. The undersigned reserves the right to reject any or all tenders.
THE NEW YORK TRUST COMPANY, Trustee,
By F. W. MORSE, Secretary.
New York, May 24, 1910.

CONSTRUCTION OF ROADS AND WALKS, Fort Hancock, N. J., May 16, 1910.—Sealed proposals for construction of roads and walks at Fort Hancock, N. J., will be received at this office until 12 M. May 31, 1910, and then opened. Plans and specifications can be seen at the office of Chief Quartermaster, Department of East, Governors Island, N. Y. City, or at this office. Deposit of certified check for $10.00 required as guaranty return of plans and specifications. U. S. reserves right to reject any or all proposals. Envelopes containing proposals should be indorsed "Proposals for roads and walks," addressed C. J. GOODIER, Constructing Quartermaster.

SEALED PROPOSALS, IN TRIPLICATE, will be received at the office of the Commissioner of Immigration, Ellis Island, N. Y. H., until 2:30 P. M., June 3, 1910, and then opened, for furnishing annual supplies of coal, binding, kerosene, disinfectant, insecticide, blue-printing, clock-winding, rubber stamps, and ash removal or scow service. For particulars apply to William Williams, Commissioner.

The Week's Failures.

Commercial failures in the United States during the week ended Thursday numbered 225, according to Dun's, comparing with 212 in the previous week and 218 in the corresponding week of 1909. Of these there were 83 in the East, 61 South, 52 West, and 29 on the Pacific. There were more failures in the East and in the Pacific Coast States, less in the West. Of the 225, 12 were failures for more than $5,000.

New England Industrials.

BOSTON, Mass., May 29.—Sales of manufacturing stocks in Boston this week:

1..Amoskeag Manufacturing Company... [illegible]
20..American Glue Company pf. ... [illegible]
12..Butler Mills ... [illegible]
10..Draper Company ... [illegible]
6..Edwards Manufacturing Company... [illegible]
6..Lincoln Manufacturing Company... [illegible]
[illegible]

¶ If you are going abroad you should arrange for the prompt collection during your absence of coupons, matured or called bonds, notes and drafts.

¶ The Long Island Loan & Trust Co. can render valuable service in such matters. Payments will be made in all parts of the world and remittances sent as desired.

¶ This Company also furnishes Letters of Credit and issues drafts on London, Paris and other principal cities abroad.

LONG ISLAND LOAN & TRUST COMPANY
TEMPLE BAR, 44 COURT ST
BROOKLYN

MANHATTAN TRVST COMPANY

Temporary Offices
113 BROADWAY

WALL STREET CORNER NASSAV

Guaranty Trust Co.
OF NEW YORK
28 Nassau Street, New York.
Fifth Ave. Branch, 5th Ave. & 43d St., N. Y.
London Branch, 33 Lombard Street, E. C.
Capital.......... $5,000,000
Surplus.......... 18,000,000

The Washington Trust Co.
of the City of New York.
253 BROADWAY.
Allows interest on deposits. Guardian, Executor, Trustee, Administrator.

LOW AVERAGE DIVIDENDS.

Poor's Manual Shows 4.02 Per Cent. Paid on Industrial Stocks and 5.27 in Interest.

In connection with the entrance of Poor's Manual into the industrial field very complete statistics have been compiled of the relative earnings of the several classes of industrial securities. Poor's new Manual of Industrials shows total capitalization of such corporations in the United States of $17,529,000,000, which compares with the capitalization of the railroads in this country represented in the Manual of Railroads issued by the same firm totaling $17,234,000,000.

The total stock issued by industrial corporations in the United States is shown to be $13,132,000,000; total bonds, $4,397,000,000. The railroads have issued $7,642,000,000 stock and $9,593,000,000 bonds.

The average rate of interest on bonds of industrial corporations is 5.27 per cent., as against 3.88 per cent. on railroad bonds. The average dividend rate on industrial stock is 4.02 per cent., as against 3.50 per cent. on railroad stock.

Gross earnings of industrial corporations making complete returns to the Manual, and representing an aggregate capitalization of $7,103,000,000, were $2,165,000,000. The gross earnings of all the railroads, representing an aggregate capitalization of $17,234,000,000, were $2,407,000,000.

The detailed statistics in the appended tables make some interesting comparisons. It is shown that the mining companies pay the lowest average dividends and the telephone and telegraph companies the highest. On the other hand, the mining companies pay the higest average interest rate, and the telephone and telegraph companies next to the lowest.

Dividend and interest statistics of United States industrial corporations:

	Total Stock. Capitalization.	Dividends in Latest Fiscal Year.	Av. Rate Div.
Light, Water & Power Cos ...	$2,108,233,079	$63,867,681	3.03
Mining Cos.	2,001,925,586	58,866,089	2.94
Tel. & Tel. Cos.	788,799,274	37,356,517	4.73
Mfg. & Miscellaneous Cos...	8,233,035,721	368,721,516	4.47
Total	$13,131,993,660	528,811,803	4.02

	Total Bond Issues.	Interest Paid in Latest Fiscal Year.	Av. Rate Int.
Light, Water & Power Cos ...	$1,392,653,050	$69,219,335	4.97
Mining Cos.	66,850,265	3,741,783	5.59
Tel. & Tel. Cos.	352,025,050	18,463,462	5.24
Mfg. & Miscellaneous Cos.	2,585,694,207	140,251,087	5.42
Total	$4,397,222,572	$231,675,667	5.27

Figures taken from those corporations which made complete reports to the Manual show that the per cent. of net earnings to capital was highest among the mining companies, of which, however, only a total capitalization of $250,241,535 is represented in the figures. The highest percentage of gross earnings is shown by the manufacturing and miscellaneous companies, which likewise show the largest percentage of expenses. Statistics of [illegible] earnings and charges of United States industrial corporations:

CAPITAL REPRESENTED.

Class.	Stock.	Bonds.
Light & water power	$1,128,860,168	$740,478,850
Mining	250,241,535	12,897,582
Tel. and tel.	511,545,561	265,187,000
M'f'g and miscellan's	3,034,127,516	1,220,403,500

PERCENTAGES OF EARNINGS AND EXPENSES.

	Light & Water Power.	Mining.	Tel. and Tel.	Mfg. and Mis.	All Class's.
Gross to capital	15.27	32.79	25.50	37.51	30.23
Net to capital	6.84	9.35	9.34	7.32	7.49
Expen's to gross	55.20	71.49	63.34	80.48	75.22
Interest to bonds	4.88	5.07	5.24	4.81	4.88
Divide'ds to stock	3.99	5.29	5.67	4.63	4.82

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Quotation List of Outside Securities

THESE quotations are obtained from brokerage houses all over the country. The name of the bidder will be given upon request. Where bid and asked prices are identical two houses have been quoted, so that the bid price of the one equals or is higher than the asked price of the other.

DIVIDEND and interest periods are indicated as follows: M—Monthly; B—Bi-Monthly; Q—Quarterly; S—Semi-Annual; A—Annual; V—No information. *Sells dollars per share. †And interest. ‡Including extra dividend. §Amount authorized. ††Sells flat. ¶Special. xEx dividend.

STREET RAILWAY AND ELECTRIC COMPANIES.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Albany So. 5s	$1,250,000	2¼	S	M. & S.	97	99½
Am.Cit. R. & L.	10,761,165	1½	S	Jan. 1, 10	63	64
Do preferred	6,998,177	1½	Q	Apr. 1, 10	94½	96½
Am. Pow. & Lt.	5,500,000	..	..	....	46½	48
Do 6% cum.pf	2,735,000	1½	Q	Apr. 1, 10	79	81
Ariz. Power	3,000,000	..	..	....	22	25
Do preferred	825,000	..	..	....	45	50
Do 1st 6s, '33	1,707,000	3	S	May, 1910	†85	†90
Atl. Av. 5s, '31	2,241,000	2	S	Apr., 1910	99	101
A. & S. E. RR. 1st & ref. 5s, '42	1,425,000	2½	S	Apr., 1910	100	102
Augusta R&E 5s	1,000,000	V	V	V	99	101
Aur., El. & Chi.	3,100,000	¾	Q	Apr. 9, 10	54	59
Do preferred	3,100,000	1¼	Q	Apr. 9, 10	90	93
Do 1st 5s, '41	3,000,000	2½	S	Apr 15, 10	100	101
Do 1st rf 5s, '46	1,300,000	2½	S	Jan., 1909	..	97
Balt. Co. Water & Elec. 5s, '46	823,000	2½	S	May, 1910	94½	95
Bangor R. & E. 1st con. 5s, '35	1,851,000	2½	S	Jan. 1, 10	103	..
Binghamt'n Ry. 1st con. 5s, '31	863,000	2½	S	Mar 30, 10	..	101
Birmingham R. & E. Co. 5s	957,000	2½	S	Jan., 1909	100	..
Birmingham R., L. & P. Co. 4½s	8,720,000	2¼	S	Apr. 1, 10	89	89¾
Do 6s	1,300,000	3	S	May, 1910	100	106
Bleecker St. & F. Ferry stock	900,000	¾	S	Jan. 1, 10	17	22
Do 1st 4s, 1950	700,000	2	S	Jan. 1, 10	50	65
B'way & 7th Av.	2,100,000	2½	V	Oct 11, 09	120	130
Do 2d 5s, 1914	500,000	V	V	V	98	100
B'way Surface guar. 1st 5s, '24	1,500,000	2½	S	Jan., 1910	102	106
B., B. & W. E. gen. 5s, 1933	250,000	2½	S	Apr., 1910	97	102
B'kryn C.R. ($10)	12,000,000	2½	Q	Apr., 1910	160	170
Buff. Cross'n 5s	2,974,000	2½	S	May, 1910	102¾	104
Buff. Gen. El. 5s	2,375,000	2½	S	Feb., 1910	100½	101½
Buff. & L. E. Tract. 5s, '36	5,005,000	V	V	V	82	84
Hamb'g Ry. 4s	650,000	2	S	May, 1910	..	86
Buf. & Lacka. Tr. 1st 5s	1,000,000	2½	S	Dec., 1909	..	96
B. & N. Falls E. L. & P. 1st 5s, '42	500,000	2½	S	Feb., 1910	97½	99
Capitol Tract'n (Wash.)	12,000,000	1½	Q	Mar 31, 10	128½	130¾
Do 1st 5s, '47	4,000,000	2½	S	Dec. 1, 09	113½	115½
Cataract P. & C.	2,000,000	3	S	Mar 1, 10	97	98
Do 1st 5s	1,367,000	2½	S	Jan. 1, 10	100	101½
Cen. Crosstown	600,000	3¾	Q	Oct. 1, 09	80	..
Do 1st 6s, 1922	250,000	3	S	Nov. 1, 09	80	90
Charleston Con. R., G. & E. ($50)	1,500,000	2	S	Jan 10, 10	29	..
Do con 5s, '99	1,713,000	2½	S	Mar, 1910	90	93
Chas. City Ry. 5s, 1928	780,000	2½	S	Jan., 1910	101	..
Chattan'ga Rys	2,000,000	..	..	....	35	40
Do preferred	1,000,000	1¼	Q	Apr. 1, 10	75	80
Do 1st 5s, '56	2,165,000	2½	S	May, 1910	95	96
Cit'z L.H.&P. 5s	1,500,000	2½	S	May 2, 10	98	100
Clev., Painsv. & East. 1st 5s, '16	500,000	2½	S	Apr., 1910	83	88
Cleveland, El. & W. 5s	1,073,000	2¼	S	Mar, 1910	88	92
Clev. Ry. 5s, '12	2,128,000	2½	S	Jan. 1, 10	98	99
Columbia G.&E.	50,000,000	..	..	....	22	24
Do 1st 5s, '27	14,080,500	2½	S	Jan. 1, 10	69	71
Col'bus (Me.) El. 5s g '33	689,000	V	V	V	..	92
Colum's New'k & Z. 1st 5s	1,260,000	5½	A	Mar, 1910	95	96½
Com. Power 5s	2,731,000	2½	S	Dec. 1, 09	97	99
Conn. R. & L. 1st 4½s, 1951, st. red'm'ble	10,682,000	2¼	S	J. & J.	101¼	102
Do unstamp	1,809,378	2¼	S	J. & J.	101¼	102¼
C. P. N. & E. R.	1,800,000	2½	S	Jan., 1908	20	30
Chris. & 10th St	650,000	V	V	V	65	90
Coney Isl. & B.	2,983,000	2	Q	Feb 28, 10	60	80
Do 1st con 4s	2,000,000	2	S	Jan. 1, 10	78	83
Con. Gas, E.L. & P. (Balt.) 4½s	9,831,000	2¼	S	Jan. 1, 10	80	81¼
Con. Tr. of N.J.	15,000,000	2	S	Jan 15, 10	74	76
Do 1st 5s, 1933	15,000,000	2½	S	Dec., 1909	102¾	103½
Dallas E. C. 1st col. tr. 5s, '22	8,658,000	2½	S	May, 1910	90½	94
Dayt. Lt. 5s, '37	1,582,000	2½	S	Mar. 1, 10	..	†97
Detroit Ed'n 5s	8,822,000	2½	S	Jan. 1, 10	99	101
Dry D., E. B. & B. 1st 5s, 1932	950,000	2½	S	Dec., 1908	99	101
Do 5% sc. 1914	1,100,000	2½	S	Feb., 1909	40	50
Duluth Ed. El. Co. 1st 5s, '31	1,127,000	2½	S	Mar. 1, 10	97	99
East Penn. Rys. 1st 5s, '36	2,905,500	2½	S	Jan. 1, 10	80	82½
Economy L. & P. 1st mtg. 5s, '56	1,546,000	2½	S	J. & D.	94	95
Ed'n El. (L. Ang.) pf. stock	V	V	V	V	80	80½
Eighth Av. R.R.	1,000,000	V	V	V	295	..
Elmira Water, L. & RR. 1st 5s	1,661,000	2½	S	Jan. 1, 10	99	103
Do con. 5s	1,814,000	2½	S	Mar, 1910	..	95
El Paso El. 5s	1,000,000	2½	S	Jan. 1, 10	97½	99½
Erie El. Mot. 1st 6s	148,000	3	S	Apr., 1910	103	108
42d St. & Gr. St.	748,000	4½	..	May 6, 09	190	..
42d St., M. & St. N. Av. 1st 6s, '10	1,200,000	V	V	V	97	101
Do inc. 6s, 1915	1,500,000	..	..	....	50	..
Grd. Rap.-Mus. Pow 5s	2,271,000	2½	S	Mar. 1, 10	97	99
Gd. Rapids Ry.	2,000,000	1	Q	Mar 1, 10	120	123
Do preferred	1,500,000	1¼	Q	May 2, 10	89	91
Gt. W. Pow. 5s	9,300,000	2½	S	Jan. 1, 10	†93	†96
Harwood El. 5s, '39	700,000	2½	S	J. & J.	97	99
Herk. Co. L. & P. 1st 5s	890,000	2½	S	Jan., 1910	98	101
Houston L. & P. 1st 5s, 1942	744,000	2½	S	Jan. 1, 10	99	101
Hudson Co.:						
6% notes, '13	....	..	..	....	99½	100
6% notes, '11	....	..	..	....	99	99¾
Ind. Un. Tr. 5s, '33	1,250,000	V	V	V	70	77
Int. Ry. of Buf.:						
Buf. Div. 5s, '31	4,706,000	2½	S	Feb., 1910	104	105
Do deb. 6s, '17	1,000,000	3	S	Mar, 1910	104	105
L. & O. Div 1st 5s	800,000	2½	S	Jan., 1910	..	98
B. & L. Div 1st 5s	500,000	2½	S	Jan., 1910	99	100
B & N F D 1st 5s	750,000	2½	S	Jan., 1910	..	105
Int. Trac. 4s, '49	18,335,000	2	S	Jan. 1, 10	65½	66½
J. C., H. & P. 4s	14,061,000	2	S	May, 1910	75½	76
Joplin & Pit. Ry. 5s	1,750,000	2½	S	Mar. 1, 10	95	97
Kan. C. R. & L.	9,635,600	..	..	....	23½	26½
Do pref.	9,522,000	1¼	Q	Mar 1, 10	75	78
Do 1st r. 5s	9,220,000	2½	S	May 15, 10	95	95½
Do 6% notes	4,125,000	3	S	Mar, 1910	98⅝	98½
Kan. C. West. 5s	1,650,000	2½	S	Mar, 1910	84	86
Kings Co. E. L. & P. 5s, 1937	2,500,000	2½	S	Jun 1, 10	101	103
Knox. R. & L. 5s	1,932,000	V	V	V	94	96
Knoxv. Trac. 5s	824,000	2½	S	Apr., 1910	102	..
Lit. Rock Ry. & El 1st 5s, '33	1,981,000	2½	S	Apr. 1, 10	103	105
Los. A. G. & E. 5s	1,100,000	2½	S	Mar. 1, 10	96	98
Memph. St. R. 5s	7,394,000	2½	S	May, 1910	99	100
Met. St. Ry.	25,000,000	V	V	V	10	20
Mil. L., H. & T. 1st 5s of '29	5,000,000	2½	S	May, 1910	102	104
Minn. Gen. E. 1st con. 5s, '33	5,486,000	2½	S	Dec., 1909	99	100
Minn. St. Ry. 5s	4,208,000	2½	S	Jan 15, 10	103	104
Mobile Elec. 5s	1,355,000	V	V	V	85	88
Nash. R. & El. 5s	4,054,000	V	V	V	101	103
Nashv. R. & L.	4,000,000	V	V	....	54	56
Do preferred	2,500,000	V	V	....	84	..
Do con 5s, '53	4,054,000	V	V	....	100	102
Do ref. 5s, '58	1,785,000	V	V	....	94	95
Nassau L. & P. 5s	547,000	2½	S	Apr., 1910	99	101¼
N.Y. & N.J. 5s, '32	V	V	V	V	100	101½
Np. News & O.P. R. & El. 5s, '41	1,700,000	2½	S	V	75	85

STREET RAILWAY AND ELECTRIC COMPANIES.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
New Orl. Ry. & Lt. gen. 4½s	15,043,000	2¼	S	Jan., 1910	84¼	85½
Do com. stk.	V	V	V	V	25	25⅞
Do preferred	V	V	V	V	61½	62
N.Y. & Q. Elec. Lt. & P.	1,250,000	..	..	....	50	55
Do preferred	1,250,000	1¼	Q	Mar. 1, 10	77	80
Do 1st 5s	2,350,000	2½	S	Feb. 1, 10	99½	101½
Ninth Avenue	V	V	V	V	150	175
N. Am. Co. 5s, notes, 1912	2,500,000	2½	S	M. & M.	99½	101
Nor. Tex. Tr. 5s	2,500,000	2½	S	Jan. 1, 10	98	100
Nor. Hudson Co Ry. ext. 5s	100,000	2½	S	Feb, 1910	100	103
Nor. Jer. St. Ry. 1st 4s, 1948	15,000,000	2	S	May, 1910	76½	78½
Om. & C. B. St. Ry. 1st 5s, '28	6,533,000	2½	S	Jan., 1910	96	99
O. & C. B. Ry. & B. 1st 5s, '28	1,616,000	2½	S	Jan., 1910	97	99
Omaha El. L. & P. 1st g. 5s, '33	1,143,000	2½	S	Jan. 1, 10	97½	99½
Oreg. Elec. Ry.	2,000,000	2½	S	May 2, 10	96½	98½
Pacific Lt. & P. 1st 5s, '42	2,350,000	2½	S	Jan., 1910	99¾	100¾
Portland (Ore.) Ry. 1st 5s, '30	6,724,000	2½	S	M. & N.	98	99½
Port. Gen. El. 5s	6,348,000	2½	S	Jan. 1, 10	98	100
Pub. Ser. Corp.	25,000,000	1¼	Q	Mar 31, 10	115	118½
Do certs.	19,871,735	2¼	S	May 1, 10	100	103
Puget Sd. El. Ry.	3,500,000	V	V	V	..	30
Do preferred	3,000,000	V	V	V	..	82
Do 1st 5s, '32	4,179,000	V	V	V	..	96
Rochester Ry.						
††Do c. 5s, '30	3,000,000	2½	S	Apr. 1, 10	103	106
RochG. & E. 1st 5s	2,000,000	V	V	V	100	..
Roch. Ry. & L. 5s	16,000,000	2½	..	Jan., 1910	98	100
Roch., Syr. & E. 5s	4,828,000	2½	S	May 1, 10	88	90
Rockld. L. & P. 5s	530,000	2½	S	May 2, 10	98	100
Rutland R., L. & P. 1st 5s, 1946	1,510,000	2½	S	M. & S.	94	96½
St. Jos. (Mo.) R., L., H. & P. 5s	4,250,000	2½	S	May, 1910	99	100
Sagn. Val. Tr. 5s	813,000	2½	S	Feb. 1, 10	96½	98½
San Diego Con. G. & E.	700,000	1¼	Q	Mar 15, 10	83	87
Do preferred	1,000,000	1¾	Q	Mar, 1910	95	100
Do 1st 5s, '39	1,650,000	2½	S	Mar 1, 10	95½	97½
Savan. El. Co. 1st con. 5s, '52	2,051,000	2½	S	Jan., 1910	78	80
Scioto Val. Tr. 1st 5s, '23	1,600,000	2½	S	Mar 1, 10	97	99
Scranton El. 5s	1,622,000	2½	S	Jan. 1, 10	99½	101½
Scran. Ry. ($50)	4,500,000	V	V	V	55	..
Do pf. ($50)	1,500,000	2½	S	Mar, 1910	102½	125
Do con. 5s, '32	900,000	2½	S	Jan. 1, 10	98	101
Seabeach 1st 4s	650,000	2	S	Au. 31, 09	75	85
Seattle Elec.	5,000,000	1¾	Q	Apr 15, 10	111	113
Do preferred	5,000,000	3	S	Apr. 1, 10	101½	103
Do 1st 5s, '30	4,565,000	2½	S	Feb., 1910	103½	105
Seattle Ltg. 5s	1,645,000	2½	S	Apr. 1, 10	96	98
Seat.-Tac. Pow. 1st 5s, '25	1,982,000	2½	S	Dec. 4, 09	98	100
Second Av. stk.	1,862,000	2½	Q	Jan. 1, 09	5	20
Do 1st con. 5s	5,184,000	2½	S	Feb. 1, 09	50	60
Do 1st 5s, 1909	1,600,000	2½	S	May, 1908	99	102
Do deb. 5s, '09	216,000	2½	S	July, 1908	75	80
Sixth Av. stock	2,000,000	1¾	Q	Jan 10, 10	125	130
S. Boul. 5s, 1945	250,000	2½	S	V	60	85
So. Cal. Ed's'n 5s	6,440,000	2½	S	Jan. 1, 10	95	97
So. Ferry 1st 5s	850,000	2½	S	Mar. 1, 10	85	93
South'n Pow. 5s	3,000,000	2½	S	Mar. 1, 10	96½	98½
Spokane & Inland Emp. 5s	3,941,000	2½	S	May 2, 10	98	100
Stein'y Ry. 1st 6s	1,500,000	3	S	Jan. 1, 10	104	108
Superior W., L. & P. 1st 4s, 1931	1,500,000	2	S	M. & N.	78	82½
Syracuse, L. S. & No. 5s	1,875,000	..	..	May, 1910	93	96½
Tampa Elec. 5s	591,500	2½	S	J. & D.	97	..
T'town, W. P. & M. 1st 5s, 1928	800,000	2½	S	J. & D.	97	99
34th St. Crosst'n 1st guar. 5s, '96	1,000,000	2½	S	Oct., 1909	75	85
28th & 29th St. 1st 5s, 1996	1,500,000	2½	S	Apr., 1909	15	25
23d Street	600,000	4½	Q	Oct., 1908	200	220
Tri-City R & L. pf	2,826,000	V	V	V	..	98½
Union Ry. 5s	2,000,000	2	S	V	98	103
U. Elec. Co. N. J. 4s	V	V	V	V	77	78½
Unit. E. L. & P. (Balt.) 4½s	4,500,000	2¼	S	V	89	91
United G. & El. Co. (NJ) 1st 5s	1,752,000	2½	S	Jan., 1910	88	95
Altoona Gas 5s	750,000	2½	S	Feb., 1910	..	99
Col. Spgs. El. 5s	1,000,000	2½	S	Apr., 1910	..	98
Leav'w'th L., H. & P. 5s	600,000	2½	S	Mar, 1910	..	96
Lkpt. L., H. & P. 5s	800,000	2½	S	Jan., 1910	..	99
Va. Ry. & P. 5s	7,542,000	2½	S	Jan., 1910	90	95
Wash., Alex. & Mt. V. Ry. 5s	2,410,000	2½	S	Apr. 1, 10	95	96
Do stock	1,500,000	1	S	Jan. 2, 10	57½	62½
Wash., Balt. & A. 5s	V	V	V	V	70	..
Wash. R. & L.	6,500,000	1	..	Jun 1, 10	36	36¼
Do preferred	8,500,000	2½	S	Jun 1, 10	88	89¾
W'chest. El. 5s	500,000	2½	S	V	60	75
West'n Power	12,000,000	..	..	....	29	32
Do 6% cum. pf	5,220,000	..	..	....	51	53
West Side RR. 5s	355,000	..	S	Jan. 1, 10	102	..
Yonkers Ry. 5s	1,000,000	2½	S	Oct., 1909	70	80

INDUSTRIAL AND MISCELLANEOUS.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Am. Brake S. & F. 5s, 1952	857,000	2½	S	....	99	101
Amer. Chicle	6,000,000	1	M	Jun 20, 10	220	224
Do preferred	3,000,000	1½	Q	Apr. 1, 10	100	104
Am. Malt. 6s	3,893,000	3	S	May, 1909	101½	103
Am. Screw	3,250,000	2½	Q	Mar 31, 10	..	156
Am. Typefd.	4,000,000	1	Q	Apr 15, 10	45	49
Do preferred	2,000,000	1¾	Q	Apr 15, 10	95	100
Am. Un. Telph. (H'sb'g) 5s, '57	1,244,000	V	V	V	42	47½
Am. Writ. Pap	9,500,000	..	..	....	2½	3
Do preferred	12,500,000	1	S	Apr. 1, 10	23	25
Do 1st 5s, '19	17,000,000	2½	S	Jan. 1, 10	88	89
Atl. P. Cem. 6s	5,000,000	3	S	Mar, 1910	107¾	108¾
Babcock & Wilcox, stk.	15,000,000	1¾	Q	Apr 10, 10	101	103
Barney & Smith Car 5s of '36	2,000,000	2½	S	Jan. 1, 10	93	102
Bliss & Co. ($50)	1,250,000	2½	Q	Apr. 1, 10	120	130
Do pf., ($50)	1,250,000	2	Q	Apr. 1, 10	120	185
Bord. C. Milk	21,250,000	4	S	Feb. 15, 10	112½	114
Do preferred	7,500,000	1½	Q	Jun 15, 10	105	105½
Case Th. Mach. 1st 5s	2,900,000	2½	S	May 1, 09	98½	99¾
Celluloid	5,925,000	1½	Q	Apr. 1, 10	125	128½
Cen. Coal & Coke	5,125,000	1½	Q	Apr 15, 10	79	80
Do preferred	1,875,000	1¼	Q	Apr 15, 10	79¼	80
Cen. Fireworks	1,406,150	1½	S	V	..	6
Do preferred	1,267,200	3½	S	V	25	85
Cent. Fdy. pf.	6,650,000	..	..	....	¾	2
Cent. Fdy. 6s	8,860,500	3	S	V	35	44
Cen. Un. Telph.	5,450,927	1	Q	Apr., 1896	34	..
Do 1st 6s	2,500,000	3	S	Jan., 1910	102½	..
Do 5s of '19	3,500,000	2½	S	Jan., 1910	96	..
Cheseb'gh Mfg.	500,000	10	Q	Mar 15, 10	700	800
Chi. Pneu. Tool	6,113,800	1	Q	Apr 25, 10	43	46
Con. Coal 4½s, '34	5,133,000	2¼	S	May, 1910	..	95
Con. Cot. Duck.	6,869,020	..	..	....	5¾	6½
Do preferred	5,705,000	1	S	Oct. 1, 09	19½	20
Con. Rub. Tire	4,000,000	..	..	....	3	5
Do preferred	1,149,500	1½	Q	Dec., 1909	10	25
Do deb. 4s	2,850,000	3	A	Dec 31, 09	30	40
Con. Tel. (Buf.)	3,500,000	V	V	V	9	11
Con. Tel. (Pa.) 1st 5s, '31	2,292,300	V	V	V	47	51
Cudahy Pkg. 5s	4,000,000	2½	S	Mar, 1910	97½	98½
Cumb. T. & T.	20,000,000	4	Q	V	145	149
Cuyah'a Tel. 5s	8,500,000	V	V	V	86¼	sold.
Dolores Mines	£329,965	4½	Q	May 24, 10	6	6½
Empire St. & I.	$1,254,770	..	..	....	10	15
Do preferred	2,500,000	3	S	Jan. 1, 10	50	75

INDUSTRIAL AND MISCELLANEOUS.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Fair. Coal 5s, '31	5,170,000	2½	S	Jan. 1, 10	94	96
Federal Sugar	6,677,200	..	..	....	40	45
Do preferred	3,322,800	1½	Q	May 2, 10	88	92
Frontier Tel. 5s (Buf.) of 1922	2,500,000	2½	S	Jan. 1, 10	..	65
Hav. Tobacco	30,000,000	..	..	....	4	6
Do preferred	5,000,000	..	..	....	8	12
Home Tel. & Tel. (Los Ang.) pf.	2,795,000	1¼	Q	Feb 10, 10	55¾	58
Int. Ed. Pub. Co.	3,500,000	..	..	....	35	40
Do preferred	3,000,000	1¾	Q	V	77	82
Int. Nickel	8,822,662	‡1¼	Q	Jun 1, 10	150	180
Int. Nickel pf.	8,912,626	1½	Q	May 2, 10	92	96
Do 5s	V	V	V	V	92	93½
Internat. Salt	18,228,000	1	Q	Dec. 1, 06	5	9
Do 1st 5s	6,450,000	2¼	S	Apr. 1, 10	54	54¾
Internat. Txtbk	6,000,000	2½	Q	Jan., 1910	138	140
Interoc. Tel. & Tel. 1st 5s, '33	1,750,000	V	V	V	..	65
Kan. C. Home Tel	3,000,000	1½	Q	Apr. 1, 10	108¼	109
Do 5s, '23	2,978,700	2½	S	Jan., 1910	87½	89
Kan. C. L. Dist. Tel. 5s, '25	1,500,000	2¼	S	Jan., 1910	85	87¾
K. C. Stocky'ds	9,000,000	1½	Q	May 2, 10	96½	98
Kinloch Tel. (St. Louis) 6s, '28	2,000,000	V	V	V	..	107
Lan. Monotype	4,998,060	1½	Q	Mar 30, 10	90	95
M'Arthur Bros. Co. 7% cum. pf.	3,000,000	3½	S	Mar 1, 10	98	100½
Mergenthaler	10,000,000	2½	Q	Mar 31, 10	200	215
Mo. & Kan. Tel.	3,627,700	..	..	....	48	50
N. Falls Hyd. & Mfg. 5s of 1917	1,200,000	2½	S	Jan., 1910	100	100½
N. F. Pow. 5s, '32	10,000,000	V	V	V	100	101
Do stock	4,180,790	2	V	Apr 25, 10	108	110½
O'gara Coal 5s	2,744,000	2½	S	V	79	82
Ontario Pow. 5s	4,913,000	2½	S	Feb., 1910	94½	95½
Otis Elevator	6,375,300	1½	Q	Apr 15, 10	54	56
Do preferred	6,310,000	1½	Q	Apr 15, 10	96	98
Paint Cr. Colls. 5s	2,913,000	2½	S	Jan. 1, 10	62½	66
Penn. Coal & C. 5s, '53	5,854,500	2½	S	Mar. 1, 08	22½	27½
Do "A" 5s, '32	1,140,000	2½	S	Jan., 1910	89	93
Poc. Con. Col. Inc. 5s of '57	8,237,300	2½	S	Jan. 1, 10	82	85
Proc. & Gamble	9,000,000	3	Q	May 14, 10	370	390
Do preferred	2,250,000	2	Q	Apr 15, 10	185	200
Royal Bak. P.	10,000,000	3	Q	Mar 31, 10	185	200
Do preferred	10,000,000	1½	Q	Mar 31, 10	107	109
Safety Car Heat & Lighting	9,862,000	2	Q	Apr. 1, 10	128½	130½
Schwarzschild & S. deb. 6s, '19	5,401,000	3	S	Jan., 1910	100	100½
Shredded Wht.	8,750,000	¾	..	Apr. 1, 10	46	47
Do preferred	1,250,000	1½	..	Apr. 1, 10	100	101
Singer Mfg.	30,000,000	10	Q	Apr. 1, 10	555	570
Std. Cord. 1st 5s	2,805,373	2½	S	Oct., 1907	20	20½
Stand. Coupler	1,200,000	1	V	Dec 24, 09	20	30
Do preferred	300,000	4	S	Dec 24, 09	100	110
Stand. Milling	4,600,000	V	V	V	16	17½
Do preferred	6,900,000	1½	S	Apr 15, 10	49	50
Do 1st 5s	3,174,000	2½	S	Mar. 2, 10	82	87
Standard Oil	100,000,000	$15	Q	Mar 15, 10	625	632
Studeb'kr Bros. 1st mtg. 5s	....	2½	S	Jan., 1910	97	99½
Temple Iron 4s	705,000	2	S	Jan., 1910	102	103
Texas (Oil) Co.	12,000,000	V	V	V	205	212
Do conv. 6s	6,000,000	V	V	V	130	..
Tintic Co. ($5)	3,000,000	..	..	....	½	1½
Tren. Potteries	1,750,000	5	..	Feb., 1893	4	9
Do preferred	1,250,000	1	Q	Apr 25, 10	56	62
Twin C. Telph. 5s	1,000,000	V	V	V	6%	5¾%
Underw'd Typ.	8,500,000	V	V	V	58	60
Do preferred	5,000,000	1¾	Q	July 1, 10	100½	101½
Un. Typewriter	10,000,000	3	S	Oct. 1, 07	51	54
Do 1st pf.	4,000,000	3½	S	Apr. 1, 10	108	110
Do 2d pf.	4,105,000	4	S	Apr. 1, 10	108	110
Unit. Banknote Corp. ($50)	5,000,000	1	Q	May 16, 10	48	52
Do pf., ($50)	4,495,000	1½	Q	July 1, 10	50	54
Unit. Cig. Mfrs.	15,000,000	1½	Q	May 1, 10	74	75
Unit. T. & T. 5s	1,937,000	V	V	V	48	55
U. S. Tel. Co. (Clev.) 1st 5s	2,156,000	2½	S	Jan. 1, 10	84½	84¾
U. S. Worsted pf	1,638,000	1¾	Q	Apr 15, 10	100	sold.
Welsb'h col. tr. 5s	6,576,000	2½	S	Dec. 1, 09	84	86
West. Elec 1st 5s, '22	11,250,000	2½	..	July 1, 10	99	99⅝
Worth'n H. R. pf.	2,000,000	3½	S	May 2, 10	104	106

TRUST AND SURETY COMPANIES.

Securities.	Amount Outstanding.	Per C't.	Period	Date.	Bid.	Asked.
Amer. Surety	$2,500,000	2½	Q	Mar 31, 10	215	225
Astor Trust	1,250,000	2	Q	May 2, 10	350	362
Bankers' Trust	3,000,000	4	Q	Apr. 1, 10	675	695
Bd. & Mg. Guar	5,000,000	3	Q	May 14, 10	240	246
Broadway Tr.	700,000	1½	Q	May 1, 10	145	150
Brooklyn	1,000,000	5	Q	Apr. 1, 10	415	435
Carnegie	1,500,000	2-3	M	Jn-Ju, 10	..	135
Central	3,000,000	x9	Q	Apr. 1, 10	1010	1030
Citizens'	500,000	2½	S	Mar. 1, 10	140	..
Columbia Trust	1,000,000	2	Q	Mar 31, 10	..	300
Commercial	500,000	..	..	....	120	130
Empire	1,000,000	2½	Q	Apr. 1, 10	300	310
Emp. St. Surety	V	V	V	V	95	105
Equitable Trust	8,000,000	6	Q	Mar 31, 10	..	480
Farmers' Loan & Trust ($25)	1,000,000	12½	Q	May 2, 10	1750	1775
Fidelity Trust	750,000	‡4	S	Jan. 3, 10	200	220
Flatbush	300,000	4	S	Jan. 3, 10	215	..
Franklin	1,500,000	4	S	Dec 31, 09	220	230
Fulton	500,000	5	S	Jan. 3, 10	280	..
Guaranty (new)	5,000,000	8	Q	Mar 31, 10	845	855
Guardian	500,000	..	..	....	170	175
Hamilton	500,000	3	Q	May 2, 10	270	..
Home	750,000	2	..	Jul 15, 07	108	..
Hudson Trust	500,000	3	S	Jan. 3, 10	170	180
Kings County	500,000	4	Q	May 2, 10	505	..
Knickerb. Trust	3,180,000	..	..	....	310	320
Lawyers Mtg.	4,000,000	3	Q	Apr. 1, 10	245	252
Law. T. In. & T.	4,000,000	3	Q	Apr. 1, 10	280	286
Lincoln	1,000,000	3	Q	Sep 30, 07	..	140
Long Island	1,000,000	3	Q	Apr. 1, 10	300	310
Manhattan ($30)	1,000,000	6	S	Jan. 3, 10	390	410
Mercantile	2,000,000	5*	Q	Mar 31, 10	740	..
Metropolitan	2,000,000	6	Q	Mar 31, 10	500	525
Mtge. Bond Co.	2,000,000	1½	Q	Apr. 1, 10	112	117
Mutual Alliance	700,000	4	S	Jan. 1, 08	125	132
Nassau	600,000	2	Q	May 1, 10	170	185
National Surety	750,000	2	Q	Apr. 1, 10	255	255
N.Y. Life I. & T.	1,000,000	‡25	S	Dec 10, 09	1100	1150
N.Y. Mtg. & Sec.	1,000,000	3	Q	Jan. 3, 10	200	205
New York	3,000,000	8	Q	Mar 31, 10	650	657
People's Trust	1,000,000	1	M	May 2, 10	290	310
Realty Assoc't's	4,000,000	3	S	Jul 15, 10	115	120
Standard	1,000,000	4	Q	Mar 31, 10	400	415
Title Guar. & T.	4,375,000	5	Q	Mar 31, 10	495	505
Title Insurance	2,000,000	3½	S	Oct. 1, 09	140	146
Tr. Co. of Am.	2,000,000	5	Q	Apr. 1, 10	345	355
Union	1,000,000	12½	Q	Apr 10, 10	1350	1375
U. S. Mtg. & T.	2,000,000	6	Q	Mar 31, 10	470	480
United States	2,000,000	25	S	Jan. 3, 10	1200	1240
Van Norden	1,000,000	1	M	Mar, 1910	200	220
Washington Tr.	500,000	3	Q	Apr. 1, 10	375	..
Windsor	1,000,000	3	S	Dec 29, 09	120	130

x Also extra dividend of 9% payable May 2.

INSURANCE COMPANIES.

Securities.	Amount Outstanding.	Per C't.	Period	Date.	Bid.	Asked.
Commonwealth	$500,000	V	V	V	315	..
Continental	2,000,000	35	S	Jan. 7, 10	925	960
Empire City	200,000	4	S	Jan., 1910	125	140
Fidelity-Phenix	2,500,000	5	..	....	290	298
Germ. Alliance	400,000	7½	S	Jan. 4, 10	260	..
Germ.-Amer.	1,500,000	15	S	Jan. 4, 10	550	570
Germania ($50)	1,000,000	9	S	Jan. 5, 10	275	300
Globe & Rutgers	400,000	V	V	V	470	..
Hanover ($50)	1,000,000	7½	S	Jan. 3, 10	190	205
Home	3,000,000	15	S	Jan., 1910	680	690
Nassau ($50)	200,000	5	S	V	150	..
Niagara ($50)	1,000,000	10	S	Jan. 6, 10	300	325
Nor. River ($25)	350,000	5	S	Apr 11, 10	155	165
Pacific ($25)	200,000	3	S	V	185	..
Peter C'per ($20)	150,000	5	S	V	100	120
Stuyv's'nt ($100)	400,000	5	S	Jan 14, 10	150	..
Un. States ($25)	250,000	3	S	Jan 11, 04	50	75
W'sb'g City ($50)	250,000	10	S	V	400	420
W'chester ($10)	300,000	15	S	Jan 14, 10	450	..

BANKS.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Aetna Nat.	$300,000	2	Q	Apr. 1, 10	170	180
America	1,500,000	13	S	Jan. 3, 10	610	625
Am. Exch. Nat.	5,000,000	5	S	May 2, 10	235	242½
Batt'y Pk. Nat.	200,000	..	..	....	120	130
Bowery	250,000	‡8	Q	May 2, 10	400	..
Bronx Borough	150,000	10	..	Dec 30, 09	300	..
Butch. & Drov. (Nat.) ($25)	800,000	8	S	Jan. 3, 10	135	145
Century	200,000	1½	Q	Apr. 1, 10	170	180
Chase National	5,000,000	‡9	S	Jan. 3, 10	445	460
Chat'm Nat ($25)	450,000	4	Q	Apr. 1, 10	325	335
Chelsea Exch.	200,000	2	Q	Apr. 1, 10	200	220
Chemical Nat.	3,000,000	2½	B	May 2, 10	445	465
Cit's Cent. Nat.	2,550,000	1½	Q	Apr. 1, 10	160	163
City (National)	25,000,000	5	Q	May 2, 10	385	395
Coal & Iron Nat	1,000,000	1¼	Q	Apr. 1, 10	148	152½
Colonial	400,000	2½	Q	Apr. 1, 10	375	..
Columbia	625,000	6	S	Jan. 3, 10	330	345
Commerce (Nat)	25,000,000	2	Q	Apr. 1, 10	222	225
Corn Exchange	3,000,000	4	Q	May 2, 10	328	325
E. R. Nat. ($25)	250,000	3	S	Jan. 3, 10	115	125
Fidelity	200,000	3	S	May 2, 10	165	175
Fifth Avenue	100,000	25	Q	Apr. 1, 10	4200	4500
Fifth National	250,000	3	Q	Apr. 1, 10	300	350
First National	10,000,000	‡‡5	Q	Apr. 1, 10	900	915
Fourteenth St.	1,000,000	3	S	Feb. 1, 10	145	155
Fourth Nat.	5,000,000	2	Q	Apr. 1, 10	185	190
Gal'tin Nat. ($50)	1,000,000	7	S	Apr. 6, 10	330	345
Garfield Nat.	1,000,000	3	Q	Mar 31, 10	290	310
Ger.-Am. ($75)	750,000	8	S	Feb. 1, 10	140	150
German Exch.	200,000	10	S	Jan. 2, 10	475	..
Germania	200,000	‡12½	S	May 2, 10	550	565
Gotham Nat.	200,000	V	V	V	150	..
Greenwich	500,000	2½	Q	May 2, 10	250	265
Hanover Nat.	3,000,000	4	Q	Apr. 1, 10	625	640
Imp. & Tr. Nat.	1,500,000	12	S	Jan. 3, 10	560	575
Internat. B'k'g.	3,250,000	2	S	Oct. 1, 07	98	104
Irv. Nat. Exch.	2,000,000	2	Q	Apr. 1, 10	200	210
Jefferson	500,000	5	S	Jan. 2, 10	165	170
Liberty Nat.	1,000,000	5	Q	Apr. 1, 10	610	..
Lincoln Nat.	1,000,000	2½	Q	May 2, 10	400	425
Manhattan ($50)	2,050,000	8	S	Jan. 3, 10	330	337
Mar. & Fult. Nat	1,000,000	8	Q	Apr. 1, 10	250	265
Mechanics and Metals	3,000,000	‡3	Q	May 10, 10	265	270
Mercantile Nat.	3,000,000	1½	Q	Apr. 1, 10	155	162
Merch. Nat. ($50)	2,000,000	3½	S	Jan. 3, 10	175	180
Merch. Ex. Nat. ($50)	600,000	3	S	Jan. 3, 10	165	175
Metropolis	1,000,000	4	Q	May 2, 10	..	395
Metropolitan	2,000,000	2	Q	Apr. 1, 10	200	..
Mount Morris	250,000	2½	Q	Apr. 1, 10	250	245
Mutual	200,000	4	Q	Jan. 3, 10	280	295
Nassau ($50)	500,000	4	S	May 2, 10	245	260
Nat. Reserve	1,200,000	3	S	Jan 10, 10	100	115
Netherland	200,000	2½	S	Apr. 1, 10	210	230
N.Y. (N.B.A.)	2,000,000	8	S	Jan. 3, 10	320	330
N.Y. County Nat	500,000	20	S	Jan. 3, 10	900	..
N.Y. Prod. Ex.	1,000,000	‡4	S	Apr 15, 10	165	172

BANKS.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
N't & Day B'k	200,000	..	..	....	220	230
Nor. Bk. of N.Y.	700,000	3	..	July 1, 07	..	105
Pacific ($50)	500,000	2	Q	May 2, 10	230	245
Park National	3,000,000	4	Q	Apr. 1, 10	*330	340
People's ($25)	200,000	5	S	Jan. 1, 10	275	295
Phenix Nat. ($20)	1,000,000	3	S	Jan. 3, 10	195	205
Plaza	100,000	10	S	Jan. 3, 10	625	..
Seaboard Nat.	1,000,000	10	S	Jan. 3, 10	625	..
Second Nat.	1,000,000	3	Q	Apr. 1, 10	400	..
Sherman Nat.	200,000	..	..	....	135	..
State	1,000,000	5	S	Jan. 3, 10	275	300
23d Ward	200,000	3	S	Feb. 1, 10	150	..
Union Ex. Nat.	1,000,000	5	S	Jan. 3, 10	175	185
Wash. Heights	100,000	2	..	Apr., 1910	275	..
West Side	200,000	6	S	Jan. 3, 10	650	..
Yorkville	100,000	10	S	Dec 31, 09	500	..

‡‡Also 3% div. on First Security Co. ¶Also Special Dividend of 21% paid Jan. 29. *Ex-rights.

GAS AND WATER COMPANIES.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Am. Lt. & Trac	$9,383,000	2½s	Q	May 2, 10	275	285
Do preferred	14,236,200	1½	Q	May 2, 10	104	106
Bay City 5s, '20	V	V	V	V	95	100
Binghamt'n Gas 1st 5s, 1938	750,000	2½	S	Apr. 1, 10	95	98
Bklyn Bor. Gas	500,000	..	..	....	65	75
Do 1st mtg 5s	500,000	V	V	V	95	98
Buffalo Gas	7,000,000	..	..	....	4½	5½
Buffalo Gas pf.	1,713,000	..	..	....	15	25
Buf. G. 1st 5s, '47	5,805,000	2½	S	Apr. 1, 10	64¾	67
Cit. G. & F. (Terre Haute) 1st 5s	....	2½	S	V	99	100
Do con. mtg. 5s	....	2½	S	V	94	96
Cent. Un. 5s, 1927	3,500,000	2½	S	Jan., 1910	100½	102
Chemung 1st 6s	840,000	3	S	V	97	100
Colum. G. & F.	2,750,000	..	..	....	38	38¾
Do preferred	5,500,000	1¼	Q	Apr. 1, 10	77¾	78½
Do 1st 5s, '32	1,500,000	2½	S	Jan., 1910	98	..
††Con. G. of N.J. 1st con. 5s, 1936	971,000	2½	S	Jan., 1910	88	95
Con. Wat. Utica 5s of 1930	3,241,000	2½	S	Jan. 1, 10	98½	100
Dayton Gas 5s	1,200,000	2½	S	Mar. 1, 10	98	100
Denver G. & E.	3,500,000	1½	M	Apr., 1910	155	155¼
Do gen. 5s	5,691,000	2½	S	Nov., 1910	94	96
Det. City Gas prior lien 5s, '23	5,619,000	2½	S	Jan. 1, 10	100	101½
Elmira Wat. 6s, 1913	330,000	3	S	V	100	105
Gd. Rap. G. L. 5s	1,350,000	2½	S	Feb. 1, 10	98	101
Houston G. 5s, '20	734,000	2½	S	Mar, 1910	95	97½
Hud. Co. Gas	10,500,000	3½	S	Dec. 1, 09	135	141
Do 1st 5s	10,290,000	2½	S	May, 1910	102½	103½
Indiana Ltg. Co	4,500,000	..	..	....	32	34
Do 1st 4s, 1958	3,000,000	2	S	Feb. 1, 10	64	66
Ind'apolis ($50)	2,000,000	..	..	....	15	20
Do 1st 5s, 1952	4,250,000	2½	S	Apr., 1910	80	85
Ind'ap. Wat. 5s	2,812,000	V	V	V	100	101
J'ksonville 5s, '27	973,000	1¼	Q	Mar, 1910	92½	97½
Kansas Nat. G.	12,000,000	..	..	....	84	84½

GAS AND WATER COMPANIES.

Securities.	Amount Outstanding.	Dividend: Per C't.	Period	Date.	Quotation May 27, 1910: Bid.	Asked.
Do 1st 6s, '16	2,000,000	3	S	May, 1910	100	101
Do 2d 6s, '18	3,000,000	3	S	Jan., 1910	90	91½
Lincoln G. & E.	2,250,000	..	..	....	..	20
Do 1st 5s, 1941	....	2½	S	Jun, 1909	75	80
Madison (Wis.) 1st 6s, 1926	400,000	3	S	Apr., 1910	103	108
Mass. Gas	25,000,000	1	1-3	Apr. 1, 10	83	84
Do preferred	25,000,000	2	S	Jun 1, 10	89¼	90½
Michigan Light	1,000,000	1	Q	Apr. 1, 10	..	105
Do preferred	1,250,000	1½	Q	Apr. 1, 10	90	..
Milwaukee Gas Lt. 1st 4s, '27	7,932,000	2	SA	May, 1910	88¼	90
Mutual	3,500,000	3	S	Jan., 1910	140	155
N. Ams'm 5s, '48	10,635,000	2½	S	Jan., 1910	100½	101½
N.Y. & E. R. 1st 5s, 1944	3,500,000	2½	S	Jan., 1910	101	104
Do con. 5s, 1945	1,500,000	2½	S	Jan., 1910	95	96
N.Y. & Q. G. Co. st. & gen. 5s	840,000	2½	S	Feb. 1, 10	98	100
North Union 5s	1,250,000	2½	S	May, 1910	99	101
Okla. G. & El.	700,000	1¾	Q	Jun 15, 09	102	..
Do 7% cum. pf	1,200,000	1¾	Q	Apr 15, 10	95	100
Do 5s, '29	1,600,000	2½	S	Apr. 1, 10	95	100
Omaha Gas 6s	V	V	V	V	101	..
Pacific G. & E.	17,566,000	V	V	V	56½	57
Do preferred	10,000,000	1½	Q	May 16, 10	87	89
Do deb. 6s, '37	3,651,000	3	S	Dec 15, 09	†99	†101
Que-Jac. Cartier 1st ref. 5s, '30	....	2½	..	Apr., 1910	95	97
Portl'd G. & C. 5s	2,596,000	2½	S	Jan. 1, 10	98	100
St. Joseph (Mo.) 1st 5s, 1944	1,000,000	2½	S	Jan., 1910	92	95
St. Paul G. Lt. gen. 5s, 1944	8,439,000	2½	S	Mar, 1910	97	98½
Do con. mtge. 6s, 1918	600,000	3	S	Jan., 1910	105½	107
Scranton Gas & Wat. 1st 5s, '23	1,000,000	2½	S	Jan., 1910	101	102½
Do deb. 5s, '35	600,000	2½	S	Jan., 1910	100¼	101½
Do deb 5s, '39	550,000	2½	S	Jan., 1910	100½	101½
South. Lt. & Tr. col. tr. 5s, 1949	2,090,000	2½	S	Mar., 1910	93	95
S. Jer. G. & El.	6,000,000	4	S	Dec., 1909	133	140
Do 1st 5s	11,717,000	2½	S	Dec., 1909	97½	98½
Sp'brook Wat. 5s	4,600,000	2½	S	Apr., 1910	102½	103½
Standard (N.Y.)	5,000,000	..	S	Dec 31, 06	..	61½
Do preferred	4,295,700	V	V	V	..	87½
Do 1st 5s, 1930	1,362,000	2½	S	May, 1910	102	106
Syracuse Gas 1st 5s, 1946	2,500,000	2½	S	V	101	102
S'r'c'se L. & P. col. tr. 5s, g. '54	5,152,000	2½	S	V	69	70½
Syracuse Lt. 1st mtg. 5s, '51	2,500,000	2½	S	Dec., 1909	99	101
U. G. I. Co. ($50)	50,473,335	2	Q	Apr 15, 10	84⅝	85
Wilkes-Barre G. & E. 1st c. 5s, '55	2,553,000	2½	S	Jan. 1, 10	101¼	102
Do stock	1,500,000	1½	Q	Apr. 1, 10	82½	86

s Also regular stock dividend of 2½ shares to 100 in common.

CENTRAL TRUST COMPANY
of NEW YORK
54 Wall Street

Capital and Surplus, $18,000,000
(of which $17,000,000 has been earned)

Authorized to act as Executor, Trustee, Administrator or Guardian.
Receives Deposits, subject to check, and allows Interest on Daily Balances.
Acts as Transfer Agent, Registrar and Trustee under Mortgages.

KNICKERBOCKER TRUST COMPANY
Fifth Ave. & 34th St. — 60 Broadway
Lenox Ave. & 125th St. — Third Ave. & 148th St.

Transacts a General Trust Company Business.
Issues Letters of Credit.
Accepts Management of Real and Personal Property, Collecting Income and Remitting as Directed.
Safe Deposit Vaults At All Offices.

CAPITAL-SURPLUS - - - $8,900,000
DEPOSITS - - - - - - $33,000,000

CHARTERED 1866
Brooklyn Trust Company
Main Office: 177-179 Montague St.
Branch: Bedford Ave. and Fulton St.
Manhattan Office: Corner Wall St. and Broadway.
Capital $1,000,000 Undivided Profits $2,342,965

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Thomas T. Barr, Samuel W. Boocock, George W. Chauncey, William N. Dykman, William Hester, Francis L. Hine, William A. Jamison, David H. Lanman, Frank Lyman, Howard W. Maxwell, Theodore F. Miller, Willis L. Ogden, Joseph E. Owens, John J. Pierrepont, Charles M. Pratt, George G. Reynolds, Charles A. Schieren, Edward M. Shepard, J. H. Walbridge, Alexander M. White, Willis D. Wood

COMMODITIES MARKETS.

Wheat Falls on Continental Fine Crop Outlook—Coarse Grains Are Also Weak and Cotton Lower.

The support which has been given to the wheat market for weeks past by a leading Western warehouse was withdrawn this week, and this house liquidated a large volume of long wheat. The collapse of the market was violent. Prices broke 4 to 5 cents a bushel on Thursday, and even lower prices were made on Friday, with the rallies from the low point not of a very aggressive character. The May deliveries were abandoned, and on Saturday prices were off 10 to 20 cents from the high of the month. The market has for weeks been in a curious position. The tendency of values the world over has been downward. The fact of the enormous accumulations of September wheat and the bull deal in May was to remove the market further and further from the merchandising basis, and when the position could be no longer sustained the collapse in values was the more violent.

In neither old or new crop positions was there any export basis, and the range of values which were sustained before the break could only have been supported by the assertion of the bull party being confirmed that the American markets were on a domestic basis without regard to Europe. There may be a possibility later of this, but very little probability. Even with a short Winter wheat crop there seems to be reasonable prospects for an increased Spring wheat crop, and the total promise is that, with reasonably favorable conditions, the balance of the season, the total crop will not be far from last season.

The world is reasonably well supplied with old wheat stocks, and, what seems to be more important, the stocks in the hands of distributers are good. Although stocks of wheat in the visible supply are but little different from last year, the stocks of flour, bought by distributers is still large. As illustrating this curious situation, a year ago it was difficult to get flour sufficient to supply the demand for it. This year the trade in order to be protected against such a condition bought so heavily at the opening of the milling season in August, September, and October that there is still a great deal of flour undelivered on contracts made then. This explains the fact that the mills are able to keep running in fair shape, yet there is no fresh demand for flour, and it has been excessively difficult to dispose of stuff not already contracted for.

Before the break the export parity was apparently from 12c. to 16c. a bushel out of line. The break in the market changed this in some respect, although Europe has declined very steadily with America. A week ago Liverpool October wheat sold at 7s. During the week the market there broke about 7c. a bushel, rallying a little, and closed Saturday equal to about 5c. a bushel decline for the week. September wheat in New York declined from 105⅜ to 97½ from the low point of Friday. Chicago September wheat declined from 99⅛ to 91¼. The Winnipeg market was off about the same as foreign markets. There was a little readjustment of export parity, but not as much as hoped for. Foreign statistics continue bearish and the foreign weather and crop reports are satisfactory. Europe is still independent of the United States.

The American crop conditions have apparently improved. There is a certain section in Illinois and the Central West where there is evidently a good deal of damage by insects, but the conditions all over the belt have been favorable, and it is again a question whether the deterioration in the Central West will offset the distinct improvement in weather conditions elsewhere. Harvest has begun in Texas, and is reported in early fields well advanced toward the Oklahoma line. In the Northwest the conditions have not deteriorated. There have been scattered showers and at the close of the week there were good rains again in Manitoba. Some sections of the American Northwest would be helped by additional rains, but there is no section evidently suffering. The Government report, which will be out on the 8th at 2:30 P. M., is expected to show a high condition of Spring wheat on increased area, possibly some improvement in Winter wheat, and a high condition on a very large area of oats.

The corn market showed a decline of about 4c a bushel during the week, and there was a pronounced pressure on the May delivery. The weakening in the near by was thought to be due to the accumulation at the West and the lack of demand for cash corn. From the high of the month the market has declined about 6c to 7c a bushel. The change in attitude toward the market has been due very decidedly to the developments of much better weather conditions on the one hand and to the influence of the demoralization in wheat on the other. Weather is distinctly improved, and while there is a great deal of complaint about delayed planting and slow germination the reports indicate that a very large acreage has been planted, and that considerable corn is showing up in good shape. There is believed to be a large stock of old corn for sale back in the country. Prices have now declined on the old crop months to a point 10c to 18c a bushel under a year ago. The greatest decline being in the May. The weather conditions are now likely the predominating factor in the market.

Oats have also suffered severely during the week. There has been a distinct change of feeling in the market and a steady decline in values. The weakness of the market has been due, as in corn, to the demoralization in wheat, but more specifically to the very favorable weather and crop conditions, and the private advices of excellent appearance of the new crop in many large sections. The acreage is very large this year, and the prospects are at present excellent for a heavy crop. Prices have declined from the high point of the month 4c to 5c a bushel, and current quotations are from 6c to 22c under last year. The greatest loss being in the May delivery. July oats are 15c under last year.

Trade in hog products has been rather irregular, and the market has declined about $1 a barrel in pork and 1¼c a pound in lard, followed by a good recovery toward the close of the week. The decline in the market was due to a considerable increase in the hog movement and to speculative liquidation in the grain markets. The hog market declined somewhat as the market advanced, and toward the close, when shorts tried to cover, there was but little product on the market.

COTTON.

The cotton market has been a rather irregular one this week. Trade at times has been active, but the general volume of business has not been large. The market showed a declining tendency and prices ran down ¼@1½c a pound from the high level of the week. This selling movement was ascribed in part to the weakness in wheat and belief that some of the Chicago bulls who were being badly hit by the demoralization in wheat were throwing over their cotton. There was a good deal of selling which looked like liquidation in the July, but there was also evidence of support on the breaks and prices rallied very quickly from the declines.

There was no essential change in the May position. Deliveries kept up nearly every day, and the total deliveries on contracts up to the close of the week had been 296,000 bales. The notices on Friday were estimated at about 15,000 bales more. If no additional amounts come out this would make the total tenders on contracts 311,000 bales. At the prevailing quotations for spot cotton the total deliveries would show a value of about $23,000,000. There were further sales reported. The spot transactions for the month amounted to about 73,000 bales. The receipts continued large, and there was a steady gain in both the certificated and the warehouse stock, and on Friday these stocks were the largest of the month, amounting to 253,358 bales in warehouse against 235,475 bales on May 1. The certificated stock was 244,177 bales. The fact that stocks have gained notwithstanding the heavy withdrawals is a very interesting point, showing the tremendous movement New Yorkward. There has been a very heavy movement outward, and the total freight engagements so far this month have been about 150,000 bales for Europe, of which about two-thirds have been for Liverpool. In addition to the outward movement to Liverpool it is expected that there will be about 100,000 bales moved to American mills at the South and New England.

Tuesday will be the wind up of the May deal. The next thing before the trade will be the situation in July. Estimates vary greatly as to the situation in July. Bulls are confident that there is a bigger outstanding interest in the July and August than there has been in the May, and are confident that the sellers will find much greater difficulty in getting cotton for delivery in July than they have in the May. At present, however, there seems to be good ground for the statement that the New York market is relatively the high market of the country. The port and interior stocks of cotton are 755,000 bales at present, and it is estimated that there are about 500,000 bales more to come into sight, of which it is expected the bulk will reach the market before the end of July.

With this amount of cotton in stock and to come forward, it is quite possible, if the relative positions of the markets are maintained, that cotton will move to New York for delivery before it goes into consumption. A factor in this direction will undoubtedly be the moving out of New York of the cotton which has accumulated here for May delivery, and which will go some little distance toward supplying the requirements of the foreign and domestic mills, which otherwise might draw from the South direct.

The new crop situation has distinctly improved. The weather conditions have been much better. Temperatures have been more seasonable and the rains have ceased. The clear weather has permitted the active advancement of cultivation and the more seasonable temperatures have been reflected in a better appearance of the crop. Private reports began to come out at the close of the week on the probable Government showing of the crop. The reports that are issued have come to be looked upon as a rather general indication of the crop situation and as a possible guide to the Government showing. The Government report is looked upon as by all means the most conservative and most accurate report. It was stated that an estimate by the National Ginners' Association was slightly over 80 and the estimate by the Western concern, which was quite correct last year, placed the figures at 81.2. The Government report will be issued on June 3 and will give the acreage and the condition. The area last year planted was 32,202,000 acres, area harvested 30,930,000. The condition a year ago at this time was 81.1, and the ten-year average 80.9.

Official Banking News.

The weekly bulletin of the New York State Department of Banks states that intention to organize a "Cedarhurst-Woodmere Bank," at Woodmere, L. I., is to be advertised. The Corn Exchange Bank is to open a branch at Manhattan and Greenwich Avenues, Brooklyn, and discontinue its branch at Greenpoint Avenue and Franklin Street.

New York Stock Exchange Quotations

THE WEEK'S TRANSACTIONS IN BONDS.

Total for the Week Ended May 27, $6,263,000.

	First.	High.	Low.	Last.	Sales.
Adams Express 4s	93	93	93	93	6¼
Albany & Susquehanna 3½s	92½	93	92½	93	12
Allis-Chalmers 5s	78½	78¾	78½	78¼	5
American Agricultural Chemical 5s	101⅝	101⅝	101⅝	101⅝	9
American Hide & Leather 6s	100	100	100	100	2
American Tel. & Tel. conv. 4s	101½	101½	101	101¼	85
American Tel. & Tel. col. 4s	91	91	90½	90½	13
American Tobacco 6s	105¾	106	105¾	106	62
American Tobacco 6s reg	105	105	105	105	½
American Tobacco 4s	78⅝	79¼	78⅞	79	56½
Ann Arbor 4s	78	78	77	77	22
Armour 4½s	91¾	92	91⅞	91⅞	37
Atch., Top. & Santa Fé gen. 4s	90	99	98⅝	98⅞	113½
Atch., Top & Santa Fé adj. 4s	89	89⅝	89	89⅜	2
Atch., Top. & Santa Fé adj. 4s, stpd	89¾	89¾	89⅜	89⅝	½
Atch., Top. & Santa Fé conv. 5s	113	113	111½	111½	27
Atch., Top. & Santa Fé conv. 4s	111¼	111½	109	109	29
Atch., Top. & Santa Fé conv. 4s, 1960	102⅝	102⅝	102½	102½	61
Atch., Top. & S. Fé, Trans. Sh. Line 4s	93	93	93	93	3
Atlantic Coast Line 4s	93⅞	94	93⅝	93⅞	35
Atlantic Coast Line, L. & N. col. 4s	92	92	91½	91½	47
Atlanta & Birmingham 4s	80	81	80	81	6
Baltimore & Ohio prior lien 3½s	90½	90⅝	90½	90⅝	8
Baltimore & Ohio gold 4s	98	98	97⅞	97⅞	42
Bethlehem Steel 5s	87	87	86½	86½	6
Brooklyn Rapid Transit 4s	85¼	85⅝	84⅞	85	40
Brooklyn Rapid Transit 5s	102½	102½	102½	102½	1
Brooklyn Union Elevated 1st 5s	101	101	100⅝	101	16
Brooklyn Union Elevated 1st 5s, stpd	101	101	101	101	4
Brooklyn Union Gas 5s	107	107	107	107	6
Buffalo Gas 5s	64¾	64¾	64¾	64¾	1
Buffalo, Rochester & Pittsburg con. 4½s	105	107	105	107	7
Canada Southern 1st ext. 6s	104	104	104	104	10
Canada Southern 2d 5s	100¼	100½	100¼	100½	3
Central Branch, Union Pacific 4s	87½	87½	87½	87½	5
Central of Georgia consol. 5s	105	105	104⅝	104⅝	5
Central of Georgia 1st inc. 5s	87	87	86	86	13
Central of Georgia 2d inc. 5s, ctfs., stpd	80	80	80	80	16
Central of Georgia 3d inc. 5s	80	81½	80	81	20
Central of Georgia 3d inc. 5s, stpd	81	81	81	81	3
Central Leather 5s	99½	99⅝	99½	99⅝	29
Central Pacific gtd. 4s	96⅝	96⅝	96	96	12
Central Pacific gtd. 3½s	88	88	88	88	18½
Central Vermont 4s	85¼	85¼	85¼	85¼	3
Chesapeake & Ohio 6s, 1911	100⅝	100⅝	100⅝	100⅝	15
Chesapeake & Ohio conv. 4½s	95	95	94½	94½	102
Chesapeake & Ohio gen. 4½s	101	101	101	101	3
Chesapeake & Ohio funding 5s	102¼	102¼	102¼	102¼	1
Chesapeake & Ohio consol. 5s	113	113	112⅝	112⅝	6
Chicago & Alton 3½s	68¾	69½	68⅝	69½	10
Chi., Bur. & Q., Illinois Div. 3½s	87½	87½	87	87	22
Chi., Bur. & Q., Illinois Div. 4s	98⅞	98⅞	98⅞	98⅞	4
Chi., Bur. & Q. joint 4s	95⅞	96	95⅞	95⅞	146
Chi., Bur. & Q. joint 4s reg	95½	95½	95½	95½	2
Chi., Bur. & Q. gen 4s	97½	97½	97½	97½	1
Chicago & Eastern Illinois gen. 5s	110	110	110	110	5
Chicago & Eastern Illinois ref. 4s	83½	83½	83¼	83½	4
Chi., Mil. & St. P., Dubuque Div. 6s	114⅞	114⅞	114⅞	114⅞	2
Chi., Mil. & St. P., Wis. Val. 6s	114⅞	114½	114⅛	114⅛	3
Chi., Mil. & St. P. gen. 4s, Series A	99⅝	99½	99⅝	99½	66
Chi., Mil. & St. P. 4s, 1934	92¼	92¼	92¾	92¼	30
Chi., Mil. & St. P. terminal 5s	103	103	103	103	2
Chi., Mil. & St. P., Fargo & South. 6s	116¾	116¾	116¾	116¾	1
Chicago & Northwestern ext. 4s	96½	96½	96½	96½	2
Chicago & Northwestern s. f. 5s	106	106	106	106	1
Chicago & Northwestern gen. 3½s	87⅝	87¾	87½	87½	5
Chicago, R. I. & Pacific col. 4s, Series O	94¼	94¼	94½	94¼	2
Chicago, Rock Island & Pacific gen. 4s	96	96½	95⅞	95⅞	10
Chicago, Rock Island & Pacific ref. 4s	88¼	88½	87⅞	88	106
Chicago, Rock Island & Pacific col. 4s	77½	77½	77	77⅛	239
Chicago, Rock Island & Pacific col. 4s, reg	76¾	76⅞	76⅞	76⅞	5
Chicago, St. Louis & Pittsburg 1st 5s	111⅞	111⅞	111⅞	111⅞	1
Chicago & Western Indiana gen. 6s	112	112	112	112	1
Cincinnati, Dayton & Ironton 1st 5s	101	101	101	101	1
Cleve., Cin., Chi. & St. Louis gen. 4s	93⅝	93⅝	93⅝	93⅝	1
Colorado Industrial 5s	77	78	77	78	12
Colorado Fuel & Iron gen. 5s	98	98	97	97	3
Colorado Midland 1st 4s	73½	73½	73	73	5
Colorado & Southern 1st 4s	95	95	95	95	2
Colorado & Southern ref. & ext. 4½s	96½	97	96½	97	8
Consolidated Tobacco 4s	79	79	79	79	8
Corn Products Refining s. f. 5s, 1934	95	95	95	95	1
Delaware & Hudson 1st & ref. 4s	98½	98⅝	98⅛	98½	86
Delaware & Hudson conv. 4s	98	98½	98	98½	6
Denver & Rio Grande consol. 4s	94	94	93¼	93¼	8
Denver & Rio Grande 1st & ref. 5s	91½	92¼	91¼	92	211
Detroit & Mackinac gold 4s	89	89	89	89	1
Detroit United Railway con. 4½s	81	81	81	81	4
Distillers' Securities 5s	70	70	68⅞	69	29
Edison El. Ill. of New York con. 5s	110½	110½	110½	110½	3
Erie 1st consol. 4s	82	82⅝	82	82⅝	19
Erie conv. 4s, Series B	68½	68⅝	68¼	68¼	28
Erie, Pennsylvania col. tr. 5s	83¾	83¾	83½	83½	3
Erie gen. 4s	73	73	72⅞	73	9
Evansville & Terre Haute gen. 5s	101½	101½	101½	101½	4
Gal., H. & S. A., Mex. & Pac. 5s	106½	106½	106½	106½	10
General Electric conv. deb. 5s	140	141	139	140	47½
Green Bay & Western deb. B	15½	15½	15	15½	17
Hannibal & St. Joseph consol. 6s	101⅝	101⅝	101¼	101¼	7
Hocking Valley 4½s	100	100	100	100	6
Illinois Central 3½s, 1951	90	90	90	90	2
Illinois Central, purchase lines 3½s	85½	85½	85½	85½	2
Illinois Central ref. 4s	97¾	97¾	97½	97½	15
Indiana, Illinois & Iowa 4s	95	95	95	95	1
Interborough Rapid Transit conv. 6s	101⅝	101¾	101¾	101¾	1
Interborough Rapid Transit 5s	101¾	101¾	101¾	101¾	28
Interborough-Metropolitan 4½s	80⅞	81	80½	80⅝	153
International & Gt. Northern 2d 5s, tr. r.	111⅛	111⅛	111	111	89½
International Navigation 5s	81	81	81	81	1
International Paper 6s	101½	102	101¼	102	24
International Steam Pump 5s	93½	93½	93½	93½	6
Iowa Central ref. 4s	75½	75½	75½	75½	1
Kansas City, Fort Scott & Memphis 6s	114	114	114	114	1
Kansas City, Fort Scott & Memphis 4s	78½	78½	78¼	78½	5
Kansas City Southern 5s	101	101	100½	100½	14
Kansas City Southern 3s	73	73	72½	73	22
Kings County Elevated 4s	84⅝	84⅝	84⅝	84⅝	5
Lackawanna Steel 5s 1923	97	97	97	97	2
Lake Erie & Western 1st 5s	111	111	111	111	1
Laclede Gas Light of St. Louis 1st 5s	102½	102½	102½	102½	12
Lake Shore 4s, 1928	92¾	92¾	92½	92¾	6
Lake Shore 4s, 1931	93	93	93	93	15
Lehigh & Wilkesbarre Coal consol. 5s	100¼	100¼	100¼	100¼	1
Louisville & Nashville unified 4s	98¼	98¼	98⅛	98¼	43
Manhattan consol. 4s	95⅞	96	95	95	19
Manhattan con. 4s, tax exempt	96	96½	96	96½	6
Mercantile Marine col. tr. 4½s	65½	65½	65½	65½	2
Metropolitan St. Ry. gen. 5s	78	78	78	78	2
Metropolitan St. Ry. gen. 5s, tr. r.	75½	75½	75½	75½	5
Michigan State Telephone 5s	98	98	98	98	3
Michigan Central deb. 4s	91	91	90½	90½	17
Milwaukee & Northern, Main Line 6s	100⅝	100⅝	100⅝	100⅝	12
Minn., St. P. & S. Ste. Marie con. 4s	98	98	98	98	3
Minneapolis & St. Louis consol. 5s	103½	103½	103½	103½	1
Missouri, Kansas & Eastern 1st 5s	109½	109½	109½	109½	1
Missouri, Kansas & Texas 1st 4s	97⅝	98	97⅝	97⅝	17
Missouri, Kansas & Texas 2d 4s	84	84	84	84	2
Missouri, Kansas & Texas s. f. 4½s	88⅝	88½	87⅝	87⅝	19
Missouri, Kansas & Texas ref. 4s	83	83	82¾	83	25
Missouri, Kansas & Texas ext. 5s	101⅝	101⅝	101⅝	101⅝	3
Missouri Pacific trust 5s	100½	100½	100½	100½	1
Missouri Pacific col. tr. 5s	100½	100½	100	100¼	13
Missouri Pacific 4s	78⅞	78⅞	78¼	78¼	35
Missouri Pacific conv. 5s	93⅝	93⅝	93⅝	93⅝	1
Mobile & Ohio new 6s	117½	117¼	117¼	117¼	1
Nash., Chatt. & St. Louis 1st 7s	108	108	108	108	7
National Rys. of Mexico prior lien 4½s	94⅝	94⅝	94⅝	94½	48
New York Central gen. 3½s	89	89	88⅞	88⅞	26
New York Central deb. 4s	92⅞	93	92⅞	92⅞	12
New York Central, Lake Sh. coll. 3½s	82	82½	82	82½	6
New York Cent., Lake Sh. coll. 3½s reg	79	79	79	79	5
N. Y., Chicago & St. Louis 1st 4s	100	100	98⅞	98⅞	11
N. Y. Gas, El. L., H. & P. col. tr. 5s	100¼	100½	100¼	100½	83
N. Y. Gas, El. L., H. & P. 4s	83⅞	84	83¾	84	26
N. Y., N. H. & H. conv. 3½s	99	99	98⅞	98½	63
N. Y., N. H. & H. conv. deb. 6s	132½	132¾	132½	132¾	5
N. Y., N. H. & H. conv. deb. 6s reg	132	132	132	132	2
N. Y., Lack. & West. term. & imp. 4s	97⅞	97⅝	97⅝	97⅝	1
N. Y., Ontario & Western ref. 4s	96	96	96	96	2
N. Y. Telephone 4½s	97	97¼	96	97⅛	115
Norfolk & Western divl. 4s	91½	91½	91½	91½	1
Norfolk & Western consol. 4s	98⅜	98⅞	98½	98½	14
Norfolk & Western conv. 4s	104	104	103	103	8
Norf. & West., Pocahontas C. & C. 4s	88½	88½	88½	88½	10
Norfolk & West. conv. 4s, sub rcts full pd	102⅝	103	102¼	102⅝	25
Northern Pacific prior lien 4s	101	101¼	101	101⅛	25
Northern Pacific gen. 3s	71½	71½	70⅝	71⅛	51
Oregon Railway & Navigation 4s	94⅝	94⅞	94⅞	94⅞	9
Oregon Short Line gtd. ref. 4s	93	93⅛	93	93⅛	27
Pacific Tel. & Tel. col. 5s	96⅝	97	96⅝	97	56
Pennsylvania 4s, 1948	103½	103½	102⅞	102⅞	33
Pennsylvania conv. 3½s, 1912	100⅝	100½	100⅛	100⅛	23½
Pennsylvania conv. 3½s, 1915	95⅞	95⅞	95⅝	95¾	109
Pennsylvania gtd. 3½s, 1941	89⅝	89⅝	89⅜	89⅝	1
Peoria & Eastern inc. 4s	56	56	56	56	8
Pittsburg, Youngstown & Ashtabula 5s	109	109	109	109	1
Railway Steel Springs 5s	96½	97¼	96½	97¼	6
Reading gen. 4s	97¼	97⅞	97⅛	97⅞	61
Reading-Jersey Central col. 4s	95¼	95½	95¼	95¼	1
Richmond & Danville deb. 5s	105¾	105⅜	105⅜	105⅜	2
Rio Grande Western 1st 4s	90½	91	90½	91	5
St. Louis, Iron Mt. & South. gen. 5s	107¼	107¼	106⅝	106⅝	15
St. Louis, Iron Mt. & So. unif. & ref. 4s	84½	84½	84½	84½	3
St. Louis, Iron Mt. & South., R. & G. 4s	85	85	85	85	5
St. Louis & San Francisco R. R. gen. 5s	87⅝	88	87⅝	87⅞	45
St. Louis & San Francisco ref. 4s	82	82	81⅞	82	91
St. Louis Southwestern consol. 4s	77½	78	77½	78	11
St. Louis Southwestern 1st 4s	90	90⅝	90	90¾	16
St. Paul, Minn. & Man. consol. 6s	125¼	125½	125¼	125½	1
St. Paul, Minn. & Man. Dakota ext. 6s	100⅝	100⅝	100⅞	100⅞	1
St. Paul, Minn. & Man. consol. 4½s	105	105	105	105	5
St. Paul & Northern Pacific 6s	116	116	116	116	2
San Antonio & Aransas Pass 4s	86	86	86	86	7
Seaboard Air Line gold 4s, stpd	84	84	84	84	26
Seaboard Air Line ref. 5s	99⅝	100	99⅝	100	4
Seaboard Air Line adj. 5s	73½	73⅝	73½	73⅝	186
Southern Pacific conv. 4s	101⅝	101⅝	100½	100⅝	255
Southern Pacific 1st 4s	90⅞	91	90⅞	91	12
Southern Pacific 1st 4s reg	90	90	88	90	3
Southern Pacific ref. 4s	94¼	94½	94¼	94½	61
Southern Railway 1st 5s	105⅝	106	105½	105½	27
Southern Railway dev. & gen. 4s	77½	77½	77¼	77⅝	51
Southern Railway, St. Louis Div. 4s	81½	81½	81½	81½	1
Terminal Ass'n of St. Louis ref. 4s	97⅜	97⅜	97⅜	97⅜	1
Texas & Pacific 1st 5s	109½	109½	109½	109½	2
Third Avenue con. 4s, tr. r., stpd	64¼	63¼	63½	63½	33
Toledo & Ohio Central 1st 5s	100	100	100	100	2
Toledo & Ohio Central gen. 5s	104¼	104⅛	104¼	104¼	2
Toledo, St. Louis & Western col. 4s	84½	84½	84½	84½	10
Toledo, St. Louis & Western prior lien 3½s	88	88	88	88	4
Tri-City 5s	97¼	97¼	97¼	97¼	1
Underground El. Rys., London, 4½s	84	85	84	84½	70¼
Union Pacific 1st 4s	101⅞	101⅝	101¼	101½	35
Union Pacific 1st 4s reg	99½	99⅞	99½	99½	30
Union Pacific conv. 4s	106½	106½	105	105	570½
Union Pacific 1st & ref. 4s	96⅞	96⅞	96	96	55
United States Rubber s. f. 6s	103	103	102⅞	102½	71
United States Realty & Improvement 5s	89⅝	89⅞	89⅝	89⅞	3
United Railroads of S[illegible]	62	82	82	82	1
[illegible]	104¼	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	103⅝	[illegible]	[illegible]	[illegible]	[illegible]

	First.	High.	Low.	Last.	Sales.
U. S. Steel Corp. 2d mtge. s. f. 5s	104¼	104⅝	104	104	165
U. S. Steel Corp. 2d mtge. tr. 5s, reg	104	104¼	103⅞	103⅞	9½
Virginia-Carolina Chemical 1st 5s	99¼	99¼	98¾	99	21
Wabash 1st 5s	108¾	109	108½	109	17
Wabash 2d 5s	101	101	101	101	4
Wabash ref. & ext. 4s	71¼	71¼	70	70⅞	325
Wabash Pittsburg Terminal 1st 4s	38½	39	38¼	39	2
Wabash Pittsburg Terminal 1st 4s, tr. r.	38¾	39	38¾	39	36
Wabash Pittsburg Terminal 2d 4s	4½	4¼	4½	4½	1
Wabash Pittsburg Terminal 2d 4s, tr. r.	4⅞	4⅞	4⅞	4⅞	7
Western North Carolina 6s	106⅛	106½	106⅛	106½	3
Western N. Y. & Pennsylvania 1st 5s	109¼	109½	109¼	109¼	5
Western Maryland 4s	84¼	84½	84	84½	13
West Shore 4s, reg	98¼	99¼	98⅞	99¼	22
Western Union conv. 4s	101⅝	101⅜	101⅜	101⅜	1
Western Union Tel. real estate 4½s	96¼	96¼	96¼	96¼	2
Westinghouse Elec. & Mfg. conv. 5s	89	89	89	89	29
Wheeling & Lake Erie ext. 5s	99	99	99	99	4
Wheeling & Lake Erie consol. 4s	81	81	81	81	1
Wisconsin Central gen. 4s	90½	90⅝	90⅛	90¾	16
Wisconsin Central, Sup. & Dul. 4s	90	90	90	90	5
Total sales					$6,263,000

U. S. GOVERNMENT BONDS.

Threes, coupon	102⅝	102⅝	102⅝	102⅝	1

FOREIGN GOVERNMENT BONDS.

Argentine 5s	96⅝	96⅝	96½	96⅛	14
Imperial Japanese 4s	90⅝	91	90⅞	91	11
Imperial Japanese 4½s	94⅝	94⅝	94½	94¼	31½
Imperial Japanese 4½s, 2d series	94¼	94⅝	94½	94¼	7
Republic of Cuba 5s	102½	102½	102½	102½	3
United States of Mexico 4s	96½	96½	96⅛	96½	5
Total sales					$71,500

CITY BONDS.

New York City 4s, 1957	99¼	99¼	99	99¼	33
New York City 4s, 1959	99½	99½	99¼	99⅜	39
New York City 4¼s, temp ctfs	101½	101¼	101⅛	101⅛	96½
New York City 4½s, 1917	102⅝	102½	102⅝	102½	6
New York City 4½s, 1957	108	108	108	108	6
New York City 4½s, 1957, reg	107⅞	107⅞	107⅞	107⅞	10
Total sales					$190,500
Grand total					$6,526,000

MUNICIPAL BONDS.

	Highest.	Lowest.	Last Sale.
N. Y. City 3½s, 1954 ... M. N.	88⅝ Feb. 25	88⅝ Mar 4	88⅝ Mar. 4, 1910
N. Y. City 3½s, 1954, reg. ... M. N.	88 Feb 17	88 Feb 17	88 Feb. 17, 1910
N. Y. City 4s, 1918 ... M. N.*	99¼ Mar. 8	99½ Mar 8	99¼ Mar. 8, 1910
N. Y. City 4s, 1957 ... *M. N.	100½ Jan. 4	99 Mar 31	99¼ May 26, 1910
N. Y. City 4½s, 1957 ... *M. N.	110 Jan. 7	108 Jan 24	108 May 23, 1910
N. Y. City 4½s, 1957, reg.	108¼ Jan. 31	107⅞ May 26	107⅞ May 26, 1910
N. Y. City 4½s, 1957, new ... M. N.*	109⅝ Jan. 7	107⅝ Jan 25	108⅛ May 19, 1910
N. Y. City 4½s, 1917 ... *M. N.	104 Apr. 12	102⅝ May 23	102½ May 23, 1910
N. Y. City 4½s, 1917, new ... M. N.*	103½ Apr. 15	103¼ Mar 15	103½ Apr. 15, 1910
N. Y. City 4s, 1958 ... M. N.*	100⅝ Jan. 3	99 Mar 29	99⅛ May 21, 1910
N. Y. City 4s, 1959 ... M. N.*	100⅝ Jan. 3	99 Mar 17	99⅜ May 27, 1910
N. Y. City 4s, 1959, reg.	99¼ Mar. 23	99¼ Mar 23	99¼ Mar. 23, 1910
N. Y. City 4¼s, temp. ctfs.	101⅝ Mar. 23	101 Mar 23	101⅛ May 27, 1910
N. Y. City 4s, 1956, reg.	99¼ May 10	99⅛ May 7	99¼ May 9, 1910

YEAR'S RANGE IN PUBLIC SECURITIES.

Where no sale occurred in 1910 the last previous price is given.

	Highest.	Lowest.	Last Sale.
Alabama Currency Fund 4s ... J. J.	......	......	111 Mar. 20, 1904
Louisiana consol. 4s, 1914 ... J. J.	......	......	100 Feb. 18, 1898
N. Y. H'y Imp. 4s, March 1, 1958	......	......	113⅜ Jun. 19, 1909
N. Y. H'y Imp. 4s, March 1, 1960	106¼ Apr. 25	106¼ Apr 25	106¼ May 10, 1910
North Carolina 6s, 1919 ... A. O.	114¾ Mar. 28	114¾ Mar 28	114¾ Mar. 28, 1910
North Caro. consol. 4s, 1910 ... J. J.	......	......	99⅝ Feb. 3, 1908
North Caro. consol. 4s, small	......	......	100¼ Apr. 8, 1907
North Caro. special tax ... A. O.	......	......	117 Dec. 11, 1903
South Carolina 4s, 1933 ... J. J.	......	......	117 Jan. 22, 1909
Tennessee Set. 3s, 1913 ... J. J.	94¾ Mar. 9	94¾ Mar 9	94¾ Mar. 9, 1910
Tennessee Set. 3s, 1913, small	93½ Mar. 9	93½ Mar 9	93½ Mar. 9, 1910
Virginia def. ctfs.	......	......	1½ Dec. 22, 1904
Va. def. 6s, Brown Bros. & Co. cfs.	56 Jan. 4	43 Feb 8	45 Apr. 27, 1910
Va. fund. debt 2-3s, 1991 ... J. J.	90⅞ Jan. 20	90⅞ Jan 20	90⅞ Jan. 20, 1910
Virginia Riddleberger	......	......	90 Dec. 20, 1907
U. S. 2s, 1930, reg. ... Q. Jan.	101¼ Mar. 4	100⅜ Jan 20	101¼ Mar. 4, 1910
U. S. 2s, 1930, coupon ... J. Jan.	100¼ Feb. 5	100¼ Feb 5	100¼ Feb. 5, 1910
U. S. 4s, 1925, reg. ... Q. F.	115¼ Jan 3	114½ Mar 28	114⅞ May 9, 1910
U. S. 4s, 1925, coupon ... Q. F.	115⅝ Jan. 28	114½ May 5	114½ May 5, 1910
U. S. 3s, 10-20, 1918, coupon ... Q. F.*	103 Mar. 22	101⅝ Jan 5	102⅝ May 24, 1910
U. S. 3s, 10-20, 1918, reg. ... Q. F.	102⅝ Feb. 24	101⅝ Feb 25	102¼ May 13, 1910
U. S. 3s, 10-20, 1918, small ... Q. F.	102½ Mar. 11	102½ Mar 11	102½ Mar. 11, 1910
Panama 2s, 1936, reg.	......	......	100 Oct. 27, 1909
Panama 2s, 1938, reg.	......	......	101 Feb. 11, 1909
Panama 2s, 1908-18, reg.	......	......	100⅝ Oct. 11, 1909
Argentine 5s	97 Feb. 4	95⅝ Jan 4	96½ May 25, 1910
Imp. Jap. Gov. 4½s, Feb. 15, 1925 ... F. A.	96¼ Apr. 2	94⅝ Jan 3	94½ May 27, 1910
I. Jap. Gov. 4½s, 2d ser. Jy. 10, 1925 ... J. J.	95⅞ Apr. 5	93⅞ Jan 3	94¼ May 25, 1910
Imp. Jap. Gov. 4s, Jan. 4, 1925 ... F. A.	92½ Apr. 6	88½ Jan 23	91 May 27, 1910
Dist. of Columbia 3-65s, 1925 ... F. A.	......	......	110 Nov. 28, 1909
Philippine 4s, 1914-1931 ... Q. F.	......	......	111 May 3, 1906
Phil Isl. p. w. & imp. reg. 4s, 1935 ... Q. M.	......	......	108⅜ Feb. 26, 1908
Republic of Cuba 5s ... M. S.	104 Feb. 2	101½ Mar 28	102½ May 27, 1910
Republic of Cuba 4½s	98⅝ Mar. 7	97 Jan 17	98½ May 16, 1910
Sao Paulo (U. S. of B.) 5 p c, 1919	97¼ Feb. 3	96⅞ Jan 3	97 May 10, 1910
U. S. of Mex. s. f. 5s ... Q. J.	99⅜ Apr. 15	97⅞ Jan 4	98 May 21, 1910
U. S. of Mex. 4s, Dec. 1, 1953 ... J. D.	97⅛ Mar. 7	95⅝ Jan 7	96½ May 26, 1910
U. S. of Mex. 4s, Series A	96⅝ Mar. 7	95⅝ Jan 24	96¼ May 7, 1910
U. S. of Mex. 4s, Series B	96⅝ May 2	95⅝ Jan 24	96⅝ May 2, 1910

EXCURSIONS AND TOURS.

DECORATION DAY

Up the Picturesque Hudson

To West Point, Newburgh, Poughkeepsie, Kingston Point and Return

BY SUPERB DAY LINE STEAMERS "HENDRICK HUDSON," "ROBERT FULTON," "ALBANY," AND "MARY POWELL."

Leaving Brooklyn by Annex, 8 A. M., Desbrosses St. 8:40, 9:40 A. M., and 1:45 P. M.; West 42d St., 9:00, 10:00 A. M., and 2:00 P. M.; W. 129th St., 9:20, 10:20 A. M., and 2:20 P. M. Returning, due W. 42d St., 5:30 and 9:00 P. M. Orchestra on each boat.

CHARMING EXCURSIONS

Daily except Sunday. See Steamboat adv.

MORNING AND AFTERNOON CONCERTS.

DECORATION DAY AFTERNOON EXC. To WEST POINT

STEAMER MARY POWELL.

Leaving Desbrosses St., 1:45; W. 42 St., 2:00; W. 129th St., 2:20 P. M. Arriving West Point 5 P. M., where connection for New York is made with Day Line Steamer "HENDRICK HUDSON." Excursion fare $1.00. Return by train $1.10. Parade, Public Buildings, etc.

IRON STEAMBOAT CO. THE ONLY ALL-WATER ROUTE TO **CONEY ISLAND**

ALL TICKETS INCLUDE ADMISSION TO DREAMLAND.

Greatest Amusement Enterprise in the World.

Leave West 129th St., N. R., 9:00, 9:45, 10:30, 11:30 A. M.; 12:15, 1:00, 2:00, 2:45, 3:30, 4:15, 5:15, 6:30, 7:30, 8:40 P. M.

Leave Pier 1, N. R., 9:45, 10:30, 11:15 A. M., 12:15, 1:00, 1:45, 2:45, 3:30, 4:15, 5:00, 6:00, 6:40, 7:15, 8:15, 9:30 P. M.

Leave Iron Pier, Coney Island, 10:55, 11:40 A. M., 12:25, 1:25, 2:10, 2:55, 3:55, *4:55, 5:25, 6:10, 7:10, 7:50, 8:25, 9:25, 10:40 P. M.

Returning from Coney Island trip marked * does not go to 129th Street, N. R.

Round Trip Tickets {From 129th St., 50 Cents. From Pier 1, N. R., 40 Cents.

STEAMER TAURUS makes trips EVERY DAY to FISHING BANKS. Leave 129th St., N. R., 7:20 A. M.; Pier (new) No. 1, N. R., 8:20 A. M. Bait and tackle on board. Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

SPECIAL EXCURSION TO WEST POINT AND NEWBURGH

allowing 2½ hours at West Point. DECORATION DAY, MAY 30TH. Steamer "GRAND REPUBLIC" leaves Pier 1, North River, 9:30 A. M.; West 129th St., 10:30 A. M.; Yonkers, 11:00 A. M. ROUND TRIP, 75c.; Yonkers, 50c. Steamer will be limited to one-half its capacity.

SPEND DECORATION DAY AT THE SEASHORE

ROCKAWAY BEACH.

Trains leave N. Y., E. 34th St. station, via Long Island R. R., 6:30, 8:20, 9:10, 10:00, 10:30, 10:50 A. M., 12:50, 1:20, 1:50, 3:20, 4:30, 5:30, 6:40, 7:30, 8:00 P. M.

Leave Brooklyn (Flatbush Ave. Station), 6:00, 7:00, 8:14, 9:24, 10:00, 10:22, 10:43, 11:10, 11:31 A. M., 12:20, 1:08, 1:25, 2:15, 2:46, 3:27, 4:10, 4:49, 5:27, 6:07, 6:28, 6:38, 7:05, 7:28, 8:20, 8:42, 9:00, 9:55, 11:30 P. M.

LONG BEACH.

Leave N. Y., E. 34th St. station, 5:40, 7:00, 7:50, 9:20, 10:50 A. M., 12:20, 1:50, 3:50, 5:00, 5:40, 8:00, 10:00 P. M.

Leave Brooklyn (Flatbush Ave.), 9 minutes later. The Interborough Subway trains run direct to the Flatbush Ave. Station of the Long Island Railroad.

MIDLAND BEACH STATEN ISLAND

Refined Amusement Amid Refined Surroundings

Reached via Staten Island Ferry, foot of Whitehall St. terminus of subway, elevated roads and surface lines; 20 minutes' invigorating sail through the lower bay and a short trolley ride through the most picturesque part of Staten Island. Cleanest [illegible] the Atlantic [illegible]

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The Most Charming Short Sea Trip on the Atlantic Coast.

STEAMSHIPS **NORTH LAND & NORTH STAR** TO **PORTLAND, MAINE.**

Sailings Tuesday, Thursday, and Saturday, 5 P. M., from Pier 20, East River, N. Y. For full information and booklet apply to MAINE S. S. CO., 290 B'way, N. Y.

$1 MANHATTAN LINE to Albany

ROUND TRIP $1.50. Good 10 Days. ORCHESTRA.

Horses and Automobiles at reasonable rates. Leave foot W. Houston St. 5:30 P. M., foot W. 129th St. 6:00 P. M. daily. Telephone 9226 Spring.

JOY LINE $2.40 TO BOSTON VIA BOAT & RAIL.

Providence Direct, $1.50 | Worcester, $2.40

Every week day, 5:30 P. M., Pier 19, East River.

HARTFORD LINE

From New Pier 19, East River, foot of Peck Slip, daily except Sunday, at 5 P. M., for Connecticut River landings. Write for illustrated folder.

EXCURSIONS AND TOURS.

DECORATION DAY UP THE SOUND

SEA CLIFF and GLENWOOD

Steamer "Sagamore" will leave New Pier 8, E. R., N. Y. (near Hanover Sq. "L" sta.), 9:30; foot 31st St., E. R., 9:50 A. M. Stops at Great Neck on Decoration Day. EXCURSION TICKETS 50 CENTS.

SEEING NEW YORK YACHT The Original Boat $1.00 ROUND TRIP Tel., 4944—Gramercy.

Leaves Albany Day Line Pier, foot W. 42d St., North River, 10 A. M. and 2:30 P. M. every day and Sunday.

SIGHT SEEING YACHT AROUND MANHATTAN ISLAND.

"Halcyon" daily from Statue of Liberty Pier, near South Ferry, at 10:30 A. M. and 2:30 P. M.

CALIFORNIA AND YELLOWSTONE PARK Conducted Tour starts July 2. Itineraries ready. Frank Tourist Co., 398 Broadway, N.Y.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF HON. Abner C. Thomas, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARK J. O'BRIEN, late of the County of New York, deceased, to present the same with vouchers thereof to the subscriber at place of transacting business, at the office of Leventritt, Cook & Nathan, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on or before the 10th day of October next.—Dated New York, the 30th day of March, 1910. ANNIE M. O'BRIEN, Administratrix. LEVENTRITT, COOK & NATHAN, Attorneys for Administratrix, No. 111 Broadway, Borough of Manhattan, New York City.

Where to Spend the Summer

¶If you are contemplating commuting for the Summer, consult the Country Board Column on the Want Page for the best class of houses.

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SPEND YOUR VACATION IN **BERMUDA** $20 AND UP ROUND TRIP

The land of perpetual Spring, average temperature 70 degrees, 700 miles out in the Atlantic Ocean, in the pure sea breezes. GOLF, TENNIS, BOATING, BATHING, FISHING and CYCLING. LILIES and OLEANDERS now in full bloom.

Tours, 5 Days, $22.50; 15 Days, $52.50

By magnificent {6,000 ton Ocean Liner} **"OROTAVA"**

Next Sailing WEDNESDAY, JUNE 1ST, 10 A. M., Pier 52, North River, N. Y. Wireless telegraphy and bilge keels. Orchestra, high class cuisine; electric fans in all staterooms.

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Thence to AZORES—CHERBOURG—SOUTHAMPTON.

Largest and Fastest Steamers—Wireless Telegraphy.

Orotava, June 11; Magdalena, June 25; Clyde, July 9; Atrato, July 23.

TOURS {Jamaica, $85.50; after June 15, $65. Panama (including Jamaica), $115.

EUROPE {Via West Indies, $250, returning by any N. Atlantic Line.

NORWAY {By New R. M. S. P. "AVON," 11,500 tons (twin screw). During June, July and August from England, $65.

SANDERSON & SON, 22 STATE ST., N. Y., G. P. & F. A.

INTERNATIONAL MERCANTILE MARINE LINES

From Piers 58, 59, 60, 61, and 62, North River, New York City.

American Line

Plymouth—Cherbourg—Southampton.

Philadelphia..June 4, 10 AM | New York.June 18
St. Louis..June 11, 10 AM | St. Paul..June 25

Atlantic Transport Line

London Direct.

Mesaba......June 4, 9 AM | Min'polis.June 18
Min'waska.Je. 11, 9:30 AM | Min'tonka.J'ne 25

Red Star Line

Dover—Antwerp—Paris.

Kr'nland (Tu.).May31, 9 AM | Vaderland.J'e 11
Finland....June 4, 11 AM | Lapl'd(nw).Je. 18

White Star Line

Queenstown—Holyhead—Liverpool.

Arabic.......June 4, 9 AM | Celtic.....June 18
Baltic.......June 11, noon | Cedric.....June 25

Plymouth—Cherbourg—Southampton.

Adriatic......June 1, noon | Oceanic...June 15
Teutonic..June 8, 9:30 AM | Majestic.June 22

Also Regular Sailings between N. Y. & BOSTON—MEDITERRANEAN.

All Steamers of the American Line, Atlantic Transport Line, Red Star Line, White Star Line Are Equipped with Wireless Telegraph, Submarine Signalling Apparatus, Etc. Our Travelers' Checks Good Everywhere.

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Forty hours to the land of flowers.

By Fast Twin Screw **S. S. Bermudian, 5530 Tons,**

Sailing every Wednesday from New York, 10 A. M. Wireless Telegraphy: bilge keels; electric fans.

12 Day **TOURS** $45 & Up

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FALL RIVER LINE Via Newport and Fall River. Lv. Pier 19, N. R., foot Warren St., week days and Sundays, 5:30 P. M. Strs. COMMONWEALTH and PRISCILLA. Orchestra on each.

NORWICH LINE Via New London. Lv. Pier 40, N. R., foot Clarkson St., week days 5:00 P. M.; Pier 70, E. R., foot E. 22d St., 6:30 P. M. Strs. CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE For New Haven, Hartford, Springfield, and North. Week days only, leave Pier 28, E. R., 2:45 P. M., foot East 22d St., 3:00 P. M. Steamer RICHARD PECK.

BRIDGEPORT LINE Week days only, leave Pier 27, E. R. Steamer NAUGATUCK, 11:00 A. M., Steamer BRIDGEPORT, 3:00 P. M., foot East 22d St., 3:30 P. M.

Tickets, staterooms, and information at City Ticket Office, 171 Broadway, near Cortlandt St. Telephone 5121 Cortlandt. Also at N. Y. Transfer and Tourist Offices and at Piers.

NEW ENGLAND NAVIGATION CO.

HUDSON RIVER BY DAYLIGHT

DAY LINE STEAMERS, DAILY, except Sunday, leave Brooklyn, Fulton St. (by Annex), 8; Desbrosses St., 8:40; W. 42d St., 9; W. 129th St., 9:20 A. M. Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson, and Albany. Easy connections North, East, and West. All through rail tickets between N. Y. and Albany accepted. Most delightful one-day outings to West Point, Newburgh, or Poughkeepsie, returning on down boat. Meals served at all hours. Music.

ALSO IDEAL DECORATION DAY OUTINGS

To WEST POINT, NEWBURGH, POUGHKEEPSIE, KINGSTON POINT and Return. By SUPERB NEW STR. "HENDRICK HUDSON." Leaving Desbrosses St. 9:40 A. M., W. 42d St. 10 A. M., West 129th St. 10:20 A. M., returning due 42d St. 9 P. M.

STEAMER MARY POWELL

Leaving Desbrosses St. at 1:45 P. M., W. 42d St. 2 P. M., W. 129th St. 2:20 P. M. daily, except Sunday, for Highland Falls, West Point, (returning by boat or rail,) Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout, and Kingston. Orchestra.

SANDY HOOK ROUTE FOR NORTH JERSEY **COAST RESORTS** (New Jersey Central)

Long Branch, Asbury Park, Ocean Grove, etc. Leave N.Y., Pier 81, N. R., ft. of W. 42nd St., week days 9.55 a.m., 12.30, 3.15, 4.15, 7.45 p.m. Sund. 9.30 a.m., 1.00, 7.45 p.m.

Leave N. Y., Pier 10, N. R., ft. of Cedar St., week days, 10.20 a.m., 1.00, 3.45, 4.45, 8.10 p.m. Sund. 10.00 a.m., 1.30, 8.10 p.m.

The High Grade Sail $1

New York Harbor Round Trip. New York to Atlantic Highlands.

Passengers can make round trip on steamers leaving W. 42nd St., week days at 9.55 a.m., 12.30 and 3.15 p.m. Sund. 9.30 and 1.00 p.m. Cedar St., week days, 10.20 a.m. 1.00 and 3.45 p.m. Sund. 10 a.m. and 1.30 p.m.

HUDSON RIVER NIGHT LINES

The Popular Searchlight Route

PEOPLES LINE TO ALBANY

STR. ADIRONDACK or C. W. MORSE. Pier 32, N. R., foot Canal St., 6 P. M.; W. 129th St. 6:30 P. M., daily & Sunday. From Albany daily & Sunday, 8 P. M. Orchestra.

CITIZENS LINE TO TROY

New Strs. TROJAN or RENSSELAER, Pier 46, N. R., ft. West 10th St., 6 P. M. daily (Saturdays excepted). From Troy daily (Saturdays excepted), 7:30 P. M. Sunday steamer touches at Albany. Round trip $2.50 via both lines; 10 day limit. Comfort, speed, safety; excellent cuisine and service. Direct rail connection at Albany and Troy for points North, East, and West; horses and automobiles carried at reasonable rates.

TO BOSTON Direct from City to City All-the-Way-by-Water Metropolitan Line.

Turbine Steel Steamships **Yale & Harvard**

Staterooms, with or without bath; main deck dining room, etc., etc.

NEW YORK TO BOSTON $4.00. A most fascinating Route. River, Harbor, Sound and Ocean. Fares the same as via Long Island Sound Lines. Week days and Sundays. Leave New York Pier 9 N. R., near foot Rector St., 4 P. M. Same daily schedule from India Wharf, Boston. Due either City 8 o'clock next morning. Through tickets to all points, at Wharf, also Tourist and N. Y. Transfer Co. Offices throughout City.

METROPOLITAN STEAMSHIP CO.

Pier 9 North River. Telephone, Cortland 1715.

Central Hudson Line

For Newburgh, Poughkeepsie, and Kingston, from Franklin St. week days, except Saturday, 4 P. M. Saturdays, 1 P. M. West 129th St., 1:30 P. M.

For NEWBURGH and intermediate landings, week days, 6 P. M. Saturdays, 3 P. M. West 129th St., 3:30 P. M.

SUNDAYS {From Franklin St., 9 A. M. West 129th St., 9:30 A. M.

CATSKILL EVENING LINE | Steamers leave Pier 43, N. R., ft. Christopher St. WEEK DAYS at 6 P. M. Catskill-Hudson Coxsackie. | Phone 1098 Spring

Kronprinz Wilhelm

Sails May 31 for LONDON—PARIS—BREMEN

North LONDON PARIS BREMEN **TUESDAYS 10 A. M.**

Kronprinz Wilhelm ....May 31
Kaiser Wilhelm II ....June 7
Kaiser Wilhelm der Grosse..June 14
Kronprinzessin Cecilie......June 21

Express Sailing.

German Plymouth Cherbourg Bremen **THURSDAYS 10 A. M.**

Twin-Screw Sailings

Prinzess Alice..........June 2
George Washington (new)...June 9
Bremen ....June 16
*Main ....June 23

*Bremen direct.

Lloyd GIBRALTAR NAPLES GENOA **SATURDAYS 11 A. M.**

Berlin (new) ....June 4
Friedrich der Grosse......June 11
Koenig Albert ....June 18
†Neckar ....June 25

†Omits Genoa.

Wireless and Submarine Signals. Independent Round the World Tours. Travelers' Checks good all over the World.

OELRICHS & CO., Gen. Agts. 5 Broadway, New York

S. S. OCEANA JUNE 2 AT 1 P. M. **HAMBURG AMERICAN LINE**

All Modern Safety Devices (Wireless, &c.)

LONDON, PARIS, HAMBURG.

†Unexcelled Ritz-Carlton a la Carte Restaurant. Gymnasium, Elec. Baths, Elevator, Palm Garden.

*P. Lincoln, June 1, 12 noon | *Cincinnati.......June 11
Oceana ....June 2 | §Pennsylvania.......June 15
†Amerika ....June 4 | *Cleveland.......June 18
*Pres. Grant..........June 8 | †Graf Waldersee....June 23

§Hamburg direct. *New.

ITALY VIA GIBRALTAR, NAPLES and GENOA.

S. S. MOLTKE..........May 31, 11 A. M.
S. S. BATAVIA..........June 14
S. S. HAMBURG..........June 21

TRAVELLERS' CHECKS ISSUED. Tourist Dept. for Trips Everywhere. Hamburg-American Line, 45 Broadway, N. Y.

CUNARD LINE

Piers 54 and 56 North River, foot of 14th St. OFFICES 21-24 State St., opposite the Battery.

LUSITANIA—MAURETANIA

Largest, Fastest, Finest Steamers Afloat.

New York to London Direct VIA FISHGUARD.

The most expeditious route. Quickest also to

PARIS—BERLIN—VIENNA

Leave New York Wednesdays, 9 A. M.

MONDAY IN LONDON TUESDAY IN PARIS

Wireless Telegraph. Submarine Signals.

Mauretania ....June 1 | *Campania.June 15, 9 AM
Lusitania ....June 8 | Mauretania........June 22
*Caronia..June 11, 10 AM | *Carmania.June 25, 10 AM

*Will call at Queenstown and Fishguard.

HUNGARIAN-AMERICAN SERVICE.

To Fiume via Gibraltar, Naples, Trieste.

Pannonia....June 2, noon | †Carpathia........July 7
§Ultonia....June 16, noon | Pannonia........July 19

†Calls at Genoa. §Carries 2d and 3d class only.

Travellers' checks issued—good everywhere. Particulars of Services, Rates, Sailings, and other information will be supplied on application.

Clyde Line General Offices, Pier 36 North River.

To CHARLESTON, S. C., and JACKSONVILLE, Fla. From Pier 36 North River, at 1 P. M.

Apache.Tues., May 31 | Arapahoe.Fri., June 3
Iroquois.Wed., June 1 | Huron.....Sat., June 4

Mallory Line General Offices, Pier 36 North River

From Pier 45 North River, 1 P. M. GALVESTON SERVICE.

S. S. Denver..............Sat., June 4th
S. S. Nueces..............Sat., June 11th

KEY WEST, TAMPA AND MOBILE.

S. S. SABINE..............Wed., June 1st

ATLANTIC, GULF & WEST INDIES STEAMSHIP LINES

Clyde, Mallory, Porto Rico and Ward Lines.

CITY TICKET OFFICE, ALL LINES, 290 Broadway, New York City

UNITED FRUIT COMPANY Steamship Service

Superior freight and passenger steamers sail Thursdays, 12 noon, Pier 15, East River, (ft. Fulton St.,) to KINGSTON, JAMAICA, COLON, PANAMA, SANTA MARTA, COLOMBIA. Pacific Coast points, Central and South America. Stateroom reservation and information. 17 Battery Place, Telephone 1025 Rector, Or any Steamship Agency. Additional Weekly Sailings from Boston, Philadelphia, Baltimore and New Orleans.

FRENCH LINE Compagnie Générale Transatlantique

Direct Line to Havre—Paris (France).

Sailing every Thursday, 10 A. M. from Pier 57, North River, foot West 15th St.

*La Lorraine..June 2 | *La Lorraine..June 23
*La Savoie...June 9 | *La Savoie...June 30
*La Provence.June 16 | *La Provence.July 7

*Twin screw steamers.

SPECIAL SATURDAY SAILING. One class (II) Cabin Passengers only. La Gascogne..............June 11

GENERAL AGENCY, 19 State Street, N. Y.

AUSTRO-AMERICAN LINE MEDITERRANEAN, ADRIATIC

ITALY, GREECE, AUSTRIA. Calls at AZORES and GIBRALTAR (east), ALGIERS (west). SS. MARTHA WASHINGTON, etc., Wednesdays, 1 P. M. Thro bookings via AUST. LLOYD SS. CO. to Adriatic E. C. points (Dalmatia, etc.), the Orient and Far East (India, China, Japan). PHELPS BROS. & CO., General Agents, 17 Battery Place, N. Y. City.

ANCHOR LINE GLASGOW via LONDONDERRY

Caledonia..June 4, 3 P. M. | Furnessia..June 18, 3 PM
California.June 11, 10 AM | Columbia..June 25, 9 AM

FIRST CABIN, $67.50 AND $72.50. SECOND CABIN, $45 AND $47.50. THIRD CLASS, $28.75 AND $30. HENDERSON BROTHERS, 17-19 Broadway.

FABRE LINE NEW YORK—NAPLES—MARSEILLES J. TER KUILE, G. A., 33 Broadway, N. Y.

Shipping and Mails.

Miniature Almanac for To-day.

Sun rises..4:34 | Sun sets..7:23 | Moon rises..12:14

TIDES TO-DAY.

	High Water. A.M.	P.M.	Low Water. A.M.	P.M.
Sandy Hook	12:01	12:00	5:36	5:53
Governors Island	12:10	12:33	6:20	6:29
Hell Gate	2:00	1:50	8:04	8:01

Arrived—Sunday, May 29.

SS Arabic, Liverpool, May 21.
SS George Washington, Bremen, May 21.
SS Caledonia, Glasgow, May 21.
SS Calabria, Palermo, May 13.
SS Louisiana, Christiania, May 13.
SS Moncenisio, Lisbon, May 13.
SS Monterey, Tampico, May 20.
SS Maracas, Trinidad, May 21.
SS Tonawanda, Galveston, May 19.
SS City of Macon, Savannah, May 26.
SS Iroquois, Jacksonville, May 26.
SS Princess Anne, Norfolk, May 28.
SS Californian, Philadelphia, May 28.
SS Pawnee, Philadelphia, May 28.
SS Aragon, Georgetown, S. C., May 26.
SS Griqua, Philadelphia, May 28.
SS Victorius, Philadelphia, May 29.
SS Ocmulgee, Brunswick, May 26.
SS Chesapeake, Baltimore, May 27.

Outgoing Steamships.

SAIL TO-DAY.

	Mails Close.	Vessels Sail.
Marowijne, Paramaribo	11:00 A.M.	1:00 P.M.
Monroe, Norfolk		3:00 P.M.

SAIL TO-MORROW.

K. Wilhelm, Bremen	6:30 A.M.	10:00 A.M.
Parima, Barbados	11:30 A.M.	2:00 P.M.
Panama, Cristobal	11:30 A.M.	3:00 P.M.
Horatius, Montevideo	10:00 A.M.	12:00 M.
Westfalen, St. Kitts	9:00 A.M.	11:00 A.M.
Moltke, Naples		11:00 A.M.
Ryndam, Rotterdam		10:00 A.M.
Kroonland, Southampton		9:00 A.M.
Mendoza, Naples		11:00 A.M.
City of Macon, Savannah		3:00 P.M.
Apache, Jacksonville		1:00 P.M.

SAIL WEDNESDAY.

Mauretania, Liverpool	5:30 A.M.	9:00 A.M.
Adriatic, Southampton	8:30 A.M.	12:00 M.
President Lincoln, Hamburg	9:00 A.M.	12:00 M.
Birma, Rotterdam		
Ancona, Naples		11:00 A.M.
Bermudian, Bermuda	8:00 A.M.	10:00 A.M.
Seminole, Turks Island	10:00 A.M.	1:00 P.M.
Orotava, Bermuda		10:00 A.M.
Antilla, Manzanillo		12:00 M.
Iroquois, Jacksonville		1:00 P.M.
San Diego, Galveston		1:00 P.M.
Sabine, Tampa		1:00 P.M.
Proteus, New Orleans		12:00 M.

SAIL THURSDAY.

Lorraine, Havre	7:00 A.M.	10:00 A.M.
Prinzess Alice, Bremen	7:00 A.M.	10:00 A.M.
Pannonia, Naples		12:00 M.
Oceana, Hamburg		1:00 P.M.
Mexico, Havana	9:00 A.M.	12:00 M.
Altai, Haiti	9:00 A.M.	12:00 M.
Almirante, Jamaica	9:30 A.M.	12:00 M.
City of Montgomery, Savannah		3:00 P.M.

Supplementary mails at double postage rates are open on the piers of the American, English, French, and German transatlantic lines until within ten minutes of the hour of sailing.

Incoming Steamships.

DUE TO-DAY.

Prins Willem III	Haiti	May 23
Europa	Palermo	May 18
Citta di Palermo	Algiers	May 15
Hesperus	Hamburg	May 14
Altai	Kingston	May 14
Queen Amelie	St. Lucia	May 24
Potsdam	Rotterdam	May 21
Finland	Antwerp	May 21
Clara	Oran	May 21
Indrapura	Gibraltar	May 18
Philadelphia	Curacao	May 15
San Juan	San Juan	May 22
Comus	New Orleans	May 25
El Valle	Galveston	May 25
Orotava	Bermuda	May 24
Bermudian	Bermuda	May 28

DUE TO-MORROW.

Kaiser Wilhelm II	Bremen	May 24
Oscar II	Christiansand	May 21
Mesaba	London	May 21
Athinai	Patras	May 14
Ancon	Cristobal	May 25
Coppename	Trinidad	May 24
Prinz August Wilhelm	Colon	May 24
Seneca	Havana	May 27
S. V. Luckenbach	San Juan	May 25
Denver	Galveston	May 25
City of Atlanta	Savannah	May 28
Arapahoe	Jacksonville	May 28

DUE WEDNESDAY.

President Grant	Southampton	May 23
Alice	Algiers	May 20
Friedrich der Grosse	Palermo	May 21
Sikh	Gibraltar	May 18
Guiana	St. Thomas	May 27
Saratoga	Havana	May 29
El Alta	Galveston	May 26

By Marconi Wireless.

SS Kaiser Wilhelm II., incoming from Bremen, was reported 770 miles east of Sandy Hook at 5:25 P. M. yesterday; due at her pier, if not delayed, Tuesday morning.

SS Mesaba, incoming from London, was reported 788 miles east of Sandy Hook at 9:30 A. M. yesterday; due at her pier, if not delayed, Tuesday afternoon.

SS Kronprinzessin Cecilie, outgoing, was reported 320 miles west of Brow Head at 10:20 A. M. yesterday; due at Plymouth about 10 A. M. to-day.

By United Wireless.

SS Bermudian, Bermuda, 158 m. S. of Scotland Lightship 8 P. M., 29th.

SS Orotava, Bermuda, 255 m. S. of Scotland Lightship 8 P. M., 29th.

SS Philadelphia, San Juan, 182 m. S. of Scotland Lightship 8 P. M., 29th.

SS San Juan, San Juan, 192 m. S. of Scotland Lightship 8 P. M., 29th.

SS S. V. Luckenbach, San Juan, 160 m. S. of Scotland Lightship 8 P. M., 29th.

SS Comus, New Orleans, 204 m. S. of Scotland Lightship noon, 29th.

SS City of Atlanta, Savannah, 479 m. S. of Scotland Lightship 9 A. M., 29th.

SS Denver, Galveston, 415 m. S. of Scotland Lightship 8 P. M., 29th.

SS Colorado, Galveston, 117 m. S. of Scotland Lightship 8 P. M., 29th.

SS Morro Castle, Havana, 1,345 m. S. West Scotland Lightship 8 P. M., 29th.

SS Antilles, New Orleans, 1,235 m. S. West Scotland Lightship 8 P. M., 29th.

SS Alamo, Mobile, 171 m. from Tampa Bar 8 P. M., 29th.

Foreign Ports.

Arrived.

SS Lapland, at Dover, May 29.
SS Celtic, at Holyhead, May 29.
SS Carpathia, at Gibraltar, May 29.
SS Bloemfontein, at Suez, May 29.
SS Kazembe, at Port Said, May 29.
SS New York, at Southampton, May 29.

Sailed.

SS Lusitania, from Queenstown, May 29.
SS Baltic, from Queenstown, May 29.
SS Gascogne, from Havre, May 29.

Passed.

SS Minneapolis, New York for London, passed Brow Head.

Pacific Steamships.

Destination and Steamer.	Mails Close in New York.
Guam and Philippine Islands, (via San Francisco)—U. S. Transport ....June 1	6:30 P.M.
Hawaii, Japan, Korea, China, and Philippine Islands, (via San Francisco)—Korea.June 2	6:30 P.M.
Japan, Korea, and China, (via Seattle)—Inaba Maru..June 2	6:30 P.M.
Hawaii, (via San Francisco)—Wilhelmina ....June 3	6:30 P.M.
Japan, Korea, and China, (specially addressed only,) (via Tacoma)—Keemun.....June 10	6:30 P.M.

For Latest Arrivals See Page 1.

THE WEATHER.

WASHINGTON, May 29.—The British Northwestern depression of Friday and Saturday continued eastward during Sunday toward the Southern Hudson Bay country, but with a decided fall in pressure to the southward through the Atlantic States. Temperatures are above the seasonal average except in the lake region, the Ohio and Upper Mississippi Valleys, and are especially high in the extreme West. In portions of Nevada, interior California, and in Arizona the maximum temperatures exceeded all previous records for the month of May, Yuma, Arizona, reporting 114 degrees.

There will be showers Monday in the eastern lower lake region, the Middle Atlantic States, New England, and North Carolina, followed by fair weather, except in New England and Eastern New York; elsewhere the weather will be fair Monday.

Steamers departing Monday for European ports will have moderate southwest to west winds to the Grand Banks. Showers Monday, fair Tuesday.

FORECASTS FOR TO-DAY AND TUESDAY.

New Jersey—Showers Monday, followed by fair in southern portion. Tuesday fair; light to moderate west to northwest winds.

Eastern New York—Showers Monday; cooler in southern portion. Tuesday fair; moderate southwest to west winds.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

	1909.	1910.		1909.	1910.
3 A. M.	51	63	4 P. M.	71	81
6 A. M.	60	61	6 P. M.	69	69
9 A. M.	61	63	9 P. M.	69	69
12 M.	63	78	12 P. M.	67	67

This thermometer is 108 feet above the street level. The average temperature yesterday was —; for the corresponding date last year it was —; average on the corresponding date for the last thirty-three years, —.

The temperature at 8 A. M. yesterday was 66; at 8 P. M. it was 72. Maximum temperature, 81 degrees at 3 P. M.; minimum, 61 degrees at 6 A. M. Humidity, 41 per cent. at 8 A. M.; 42 per cent. at 8 P. M.

SAVINGS BANKS vs. REAL ESTATE

$500. at 4% Interest, in 10 years amounts to $740.
in 20 " " " $1095.

$500. invested at the following Auction Sales of Lots in NEW YORK CITY on the line of its northerly growth show these results after deducting all charges:

Morton Bliss Sale,	May 26, 1891,	$500 invested produced	$3,850	in 14 years
Ryer Homestead Sale,	Oct. 5, 1891,	" " "	$4,375	in 13 "
Camman Estate Sale,	June 6, 1899,	" " "	$6,140	in 8 "
Moses De Voe Estate,	Nov. 11, 1903,	" " "	$6,000	in 6 "
Century Realty Co.,	June 4, 1907,	" " "	$1,150	in 3 "

The above sales are selected at random from many showing similar results.

Examine the Property to be Sold at Auction by the

Lewis Gouverneur Morris Estate

N. Y. Life Insurance & Trust Co., Trustees, and the Heirs,

Tuesday, June 7th,

At 11 A. M., at the Exchange Salesroom, 14-16 Vesey St., N. Y.

Absolutely Without Reservation,

175 LOTS

On Morris Heights,

Bet. 176th and 179th Sts.,

On Aqueduct Avenue, Tremont Avenue, Sedgwick Avenue, Cedar Avenue, Andrews Avenue, & Morris Avenue.

All legally opened avenues, assessments for which have been paid.

70% can remain on mortgage at 5% for 3 years.

Titles guaranteed by the Title Guarantee & Trust Co. Free of Cost.

For maps and further particulars apply to

BRYAN L. KENNELLY, Auctioneer, 156 Broadway, N. Y.

HALLEYS COMET

HOW DOES THIS STRIKE YOU?

WE WILL PAY YOUR FARE FOR ONE YEAR.

SIXTY HOUSES TO SELECT FROM.

How many dollars are you going to spend this year to send your family to the country for health, pleasure and happiness? Why not have your family in a home where they can be had all the year around and where you can go home every evening from your work and enjoy life as it should be enjoyed with your family, and all it costs is what you pay for rent in the city? We do not ask you to invest in lots and wait for improvements, but we will give you a home ready for occupancy.

OUR SPECIAL OFFERS.

5-Room Houses and Bath, 50x100, $3,000.
6-Room Houses and Bath, 50x100, $3,350.
7-Room Houses and Bath, 50x100, $4,350.

$300 DOWN, $300 DOWN, $400 DOWN, $15 MONTHLY.

These houses have all modern improvements and must be seen to be appreciated. Situated 40 minutes out in Westchester County in a town of 6,500 inhabitants, with lighted streets, Fire and Police Protection, Schools, Stores, Churches. One mile from the finest boating, bathing, fishing in the East, have a train service of 60 trains daily. New York trolley running through the property; reasonably restricted. You may raise your chickens and have country life with city conveniences and still go to your work daily and be your own landlord. Before purchasing elsewhere call in with all parties interested and go up and look them over.

THE HALLEY LAND AND IMPROVEMENT COMPANY, 103 PARK AVE., NEW YORK CITY.

Open daily from 9 A. M. to 5 P. M. Monday and Wednesday, 9 A. M. to 9 P. M.

To-Day Is the Day

To go down to Long Beach, and see the magnificent transformation taking place, in making a new National Ocean Resort.

The new Nassau Hotel is open to guests, as well as the new Casino Restaurant on the Boardwalk.

For automobilists the new road from Lynbrook to Long Beach is completed and the Garage at Long Beach is open.

You will be amazed at the magnitude of the undertaking, delighted with the scheme of development and enjoy every minute of your visit.

Trains leave Long Island City for Long Beach—9:32, 11:04, 12:32, 2:02, 4:01, 5:11, 5:52.

Trains leave Flatbush Station, Brooklyn, for Long Beach—9:34, 11:08, 12:31, 2:06, 4:01, 5:09, 5:52.

Estates of Long Beach

WILLIAM H. REYNOLDS, President.

225 Fifth Avenue, New York. Telephone, 3600 Madison.

HAVE A REAL HOLIDAY

Not One Spent On Trains and Cars.

VISIT

Manhattan Beach Estates

Swept By Ocean Breezes.

30 MINUTES FROM CITY HALL. 25 MINUTES FROM HERALD SQ.

TRAINS EVERY MINUTE.

Elevated trains and trolleys run all day and all night at a five and ten cent fare. You will enjoy the ocean breezes. You will see $250,000 worth of houses with all modern conveniences nearing completion. You will see curbed, paved and macadamised streets and parked Boulevards. You will see that all city improvements have been installed. You will see the Manhattan Beach and Oriental Hotels looking finer than ever with the new parking effects about them. You will see the dancing waters of the ocean and the more quiet waters of Sheepshead Bay dotted with all kinds of pleasure boats. You will see fishing, and perhaps bathing. You will see, if you stop at the office on the property, how easy it is to acquire a home in this convenient all year round residential park.

OFFICE ON PROPERTY. OPEN EVERY DAY. 'Phone, 920—Coney Island.

Joseph P. Day SALES AGENT.

CITY OFFICE, 31 NASSAU ST. 'Phone, 774—Cort.

W. A. A. BROWN'S DUPLEX HOUSES.

Two complete eight-room houses under one roof, having separate entrances and street numbers.

ONE BLOCK TO PROSPECT PARK,

two blocks to Woodruff Av. Station, B. B. L., and convenient to five trolley lines. 22 MINUTES TO PARK ROW.

These houses are perfect in every detail, steam heat, electric light, handsome combination fixtures, parquet floors, elegant decorations, large closets; tiled bath with shower.

THREE HOUSES READY FOR IMMEDIATE OCCUPANCY.

PRICES REASONABLE, TERMS EASY.

Also Renting at $70 and $75.

PARKSIDE AV., Between Flatbush and Bedford.

Representatives always on premises, evenings included.

W. A. A. BROWN, Builder.

Phone 4080 Flatbush. 738 Flatbush Av., corner Woodruff Av.

Kinko Duplex-Houses

are designed for people of taste and culture, and offer accommodations superior to those of any apartment house—two duplex apartments in each house of six or seven rooms each, with entire separation and privacy.

THE FLORENTINE Group, Brooklyn Avenue and St. John's Place, rental $720 a year. Only four houses unsold.

THE PROSPECT Group, Third Street and Prospect Park West, rental $780 up. A few choice apartments in each group to be rented. The houses are for sale at a moderate price. Call or write for Catalogue.

Kings & Westchester Land Co., 350 Fulton St., Brooklyn-New York

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REAL ESTATE AT AUCTION.

PEREMPTORY AUCTION SALE
Tuesday, June 7
at 12 noon, at Exchange Salesroom, 14 Vesey St., N. Y.
7 Choice Brooklyn Two-Family Houses, Nos. 502-506-508-512-516-520-524 8th St. At the Park Slope—Near Prospect Park West.
Six are on lots 20x100; one on 17.6x100. These houses are 3-story and cellar; box stoop; limestone fronts. First and second floors have 7 rooms and bath; third floor has 5 rooms and bath.
EXCELLENT LOCATION.
EVERY MODERN IMPROVEMENT.
Title Guar. & Trust Co. policies free. 85% may remain on bond and mortgage at 5%. Savings Bank Books accepted.
Send for Booklet.
Joseph P. Day Auctioneer. 31 Nassau St., N. Y. City.

BUILDING MATERIAL.

Our Exhibit
Of FRONT BRICK, in course of erection at our new offices, is fast nearing completion. Meanwhile, in less concentrated form, we have an outdoor exhibit of 25,000 buildings, distributed over Greater New York, furnished by us in the seventeen years of our commercial existence.
Also Bath Portland Cement.
FREDENBURG & LOUNSBURY
381 4th Ave., Cor. 27th St.

Reduce Plumbing Bills
We will PROVE how. Soles Plumbing Inspection System, 1,691 Park Av. 'Phone 389 Harlem.

MORTGAGE LOANS.

MONEY
1ST MORTGAGES.
Charges 1% and disbursements.
2d Mortgage Money. Low Charges.
BUTLER & HERRMAN CO.
76 WILLIAM ST.

INVESTORS, ATTENTION!
6½% interest on mortgage loans. Principal and interest guaranteed. Title insured by Westchester and Bronx Title and Mortgage Guaranty Company. I will invest for you sums from $300 to $3,000. For particulars, Henry Y. Halley, 103 Park Av., N. Y. City.

HAVE
$500,000 TO LEND ON
first mortgage on Manhattan business property, below 72d St.; moderate fees.
THOMAS J. O'REILLY,
Broadway and 109th.

FIRST MORTGAGE MONEY.
LOW RATES—LOW NET CHARGES.
BROOKS & MOMAND, 115 Broadway.
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Have small amounts, $8,000 to $12,000, to lend on first mortgage Manhattan, Bronx, and Brooklyn. Thomas J. O'Reilly, Broadway and 109th St.

Funds for mortgage, large and small amounts. Low fees. LOSERE, 871 Brook Av., Bronx.

MANHATTAN—FOR SALE.

Tax exempt
high grade first Mortgages on Greater New York Real Estate are offered to investors, with Titles insured, after the security has been approved for this Company's funds.
Lawyers Title Insurance and Trust Company
CAPITAL - - $4,000,000
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160 Broadway, New York.
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MANHATTAN—FOR SALE.

FOR SALE AT A SACRIFICE.
Three-story and basement brownstone private dwelling containing ten rooms and bath, elegant construction, handsomely decorated, size 20x100. A bargain if bought quickly; owner must sell. Caretaker on premises. 134 West 131st Street.

Geo. R. Read & Co
REAL ESTATE
Head Office: 60 Liberty St., nr. B'way.
Branch: 3 East 59th St.

WHITEWASHING
done well. F. J. FLECK & CO., 407 West 18th St. Tel. 99 Chelsea.

West Side.

West Side Dwellings FOR SALE.

$16,500. One block from elevated station; three story high stoop, 17 feet wide; elegant bath; parquet floors; solid porcelain pedestal wash basins in dressing rooms; hot water heating system; special bargain at this price.

$20,000. A very fine three-story and basement Dwelling, 18 feet wide; full lot; two modern baths; parquet floors; extension to and including second floor; house in good condition; elegant woodwork.

$25,000. Three-story, low-stoop, small House, but most complete; three modern baths; several unique features seldom seen in any other house.

$26,000. Five-story American basement; three tiled baths; electric light throughout; silk decorations; condition perfect; owner moving to country, will sacrifice.

$32,000. On West End Av. Why not buy with an eye to the future? Here is a three and one-half story, high-stoop Dwelling, adjoining a particularly desirable corner, which you can buy right. It is in good condition, rented at present, but possession can be had if desired. At least, you should look into this, even if you don't buy it. It costs nothing to look, and you may see the same future that we see.

$32,000. Here is a handsome four-story Dwelling, in the heart of the Seventies, 20 feet in width, full 100 foot lot; well built and in good condition; immediate possession; convenient to 72d St. Station on both "L" and Subway.

$33,500. Best five-story American basement Dwelling for sale at this price. Look at it and see for yourself if what we say is not true in every detail. Modern and up to date; three baths, tiled, and fine fixtures; electric light; light open rear, a feature which most New York houses have not.

$41,000. A fine wide four-story Mansion; all modern conveniences, including three up-to-date bathrooms, electric light, and parquet floors throughout; located near West End Av., in a strictly high-class residential block.

$52,000. And perhaps less if you are interested in a fine five-story American basement Dwelling on first-class block near West End Av. and Drive; perfect heating system, three tiled baths, electric light, hardwood floors throughout; elegant trim and well built.

$55,000. A magnificent Residence, four-story brownstone front, best block in the Seventies; absolutely modern and up to date in all its details; parquet floors and electric light throughout; beam ceiling in dining room; ready for you to move into without spending a cent.

FULL PARTICULARS OF
SLAWSON & HOBBS,
284 COLUMBUS AV.

A sacrifice; nice house; fine condition; good location; upper Manhattan Av.; worth $15,500; sell for $13,250; cash $3,500, balance mortgage; apply owner. F. M. Crossett, 30 West 33d St.

Pays 12% on investment; six-story elevator apartment house; no vacancies; best location. Sterling Realty Co., Owner, 203 Broadway.

Corner avenue apartment house, with stores; great future. Sterling Realty Co., Owner 203 Broadway.

East Side.

$9,000.—Two-family house and store; 4-story brownstone, bay windows; key to adjoining corner 3d Av. and 126th; elevated station at 125th St.; free and clear; mortgage to suit. W. J. Pereira, 103 East 116th St.

Five houses, all rented, plot 90x92; store fronts; good terms to quick buyer. Milmoe, 150 Nassau Exten. Phone 4.

BRONX—FOR SALE OR TO LET.

New Two-Family Houess
BRICK and LIMESTONE
11 Rooms, 2 Baths; up to date in every way. Choice and convenient location.
VERIO AV. & 235TH ST., Woodlawn Heights.
Auletta & Co., Owners, on premises

Most beautiful cottages in Greater New York, 10 large rooms, butler's pantry, 2 bathrooms, 3 toilets; gas and electric light; laundry in basement; parquet floors; 3 large verandas overlooking Harlem Valley and Hudson River; view can never be obstructed; abundance of closets; driveway and room for garage; lot 24 by 132; No. 2,625 Sedgwick Av., near Kingsbridge Road; terms to suit. Owner on premises.

NOT THE ORDINARY KIND.
But brick private residences of the most substantial construction; artistic finish; perfect in every detail; everything guaranteed.

NOTHING LIKE THEM.
For sale at reasonable prices and terms; 197th St., between Briggs and Valentine Avs., Bedford Park. Nathan B. Levin Co., Builders.

A SACRIFICE on account of death in family, choice 2-family frame basement dwelling, 13 rooms and 2 baths, hot-water heat; hardwood trim; all improvements; on 100-foot avenue, near Subway station; terms to suit.
PETERS, 2,015 Boston Road, West Farms Subway station.

BARGAIN—MUST BE SOLD AT ONCE.
$1,000 buys choice family cottage near "L" station; all improvements; choicest residential section; all assessments paid. PETERS, 2,015 Boston Road, West Farms Subway station.

For sale or exchange for one or more lots with equal equity, new two-family brick house, 2,267 Walton Av., near 183d; five and six room apartments; all improvements; one block to proposed Subway station; price, $9,000; mortgage, $6,500. R. F. Seifert, 820 St. Ann's Av., Bronx.

New 5-Story Apartment
FOR SALE OR EXCHANGE.
A BARGAIN. RENTAL $6,600.
3, 4 & 5 ROOMS. RENTS LOW.
ROOM 1,205, 37 LIBERTY STREET.

Elegant two-family house, lot 25x116, half block Jerome Av. rapid transit; best section Bedford Park; assessments all paid; terms easy; sacrifice. Write immediately. M., 1,144 Tinton Av.

240th St., Wakefield, 75 ft. e. of White Plains Road, 61x158x irregular; free and clear; 50% remain mortgage, 3 years, 4½%; $2,600. Stoll, 288 West 17th St.

QUEENS—FOR SALE OR TO LET.

LET YOUR RENT PAY
for a home in Queens, N. Y. City, (L. I.,) built to your order at less cost than a ready-built house; 7 rooms and bath; all city improvements; plot, 40x100 or more; artistic well-built houses. WE GUARANTEE OUR CONSTRUCTION WORK. Small amount cash; 28 minutes from Broadway; electric subway and trolley service. In centre of beautiful, built-up, restricted community; schools, churches, libraries, &c.; all city conveniences.
Call, write, or 'phone 8257 Cortlandt.
J. Meade Briggs, 200 Broadway, N. Y.

ON LONG ISLAND SOUND.
Beautiful Sandy Bathing Beach,
boathouse and large pier; cottage 9 rooms, every improvement; gas, electric lights, running water, heating, &c.; fine piece of land; this is a good all-year residence; 2 minutes' walk from station; very fine neighborhood; price $6,300; few hundred dollars cash, balance monthly or mortgage; title guaranteed. Ross, 895 Bridge St., Brooklyn.

INGLESIDE, FLUSHING.
Beautiful home, eight rooms and bath. Hardwood trim, furnace heat, and all improvements. Convenient to both station and trolley. Plot 100 ft. deep, and will sell either with 40 or 80 feet front. Bargain price. Reasonable terms. J. H. CHRISTOPHER, Jasmine St., Flushing, L. I.

Must have $1,500 cash quick; will sacrifice new 10-room and bath detached beautifully finished dwelling, cost $10,000, for $8,000; balance easy terms; plot 40x100; 8 minutes from L. I. Ry. 3d rail station; half hour to Manhattan. Owner, Room 1,852, 50 Church St., N. Y. Telephone 7366 Cortlandt.

Sacrifice.—$400 cash, price $2,950, buys modern new six-room house; plenty shade; nice neighborhood; all improvements; detached; lot 25x100; near trolley; fare 5c to Manhattan. R. Galluoci, 27 Grand Av., Corona, N. Y.

REAL ESTATE.

DO YOU KNOW
that 100 acres of bare land, 2 miles from Katonah, 40 miles from Grand Central Station, sold this Winter for $750 per acre? Half a mile further along the same road an estate offers a most picturesquely wooded 100 acres for $200 per acre. Let us take you out to compare the two.
Cooley & West, Inc.
White Plains, N. Y., Depot Square. Phone 412.

Duross Company
Real Estate Mortgage Loans
158 West 14th St. 158 Broadway.

QUEENS—FOR SALE OR TO LET.

MAKE YOUR MONEY
EARN MONEY
FORTUNES ARE BEING MADE BY THOSE WHO ARE INVESTING THEIR SAVINGS AT BEAUTIFUL
ELMHURST HEIGHTS,
NEW YORK CITY.
WHY NOT YOU?
Nearer and easier of access than the Bronx and with much better transportation facilities. Opportunity is still knocking. The great trend of the city's growth is toward Elmhurst Heights, the nearest high-class development to the Queens Bridge, and the people must get back and forth to their business quickly, therefore
Invest Now before the opening of the Belmont & Penna. Tunnels this Summer & Fall.
DOUBLE YOUR MONEY THEN.
We have only a few choice plots left. Don't Delay. Send postal for our prompt reply by mail, or take Corona car to our local office, Woodside Av. and Penfold Road.
BANKERS LAND CORPORATION,
827 Manhattan Ave., Brooklyn, N. Y.

FLUSHING.—Brick and stone dwelling; all improvements; 18 rooms; 2 bathrooms; large lawn; Washington and Lawrence Sts. $18,000, or will rent. Elliott & Bush, 194 Broadway, New York, or local agents.

WESTCHESTER—SALE OR TO LET.

Riverview Manor
and the
Beautiful Flower Estate
offer you a suburban home condition unequalled anywhere. Villa plots of all sizes with every street improvement and city convenience and a fine colony of people for neighbors.
To reach take N. Y. Central or subway and trolley to Hastings-on-Hudson. Our Auto meets all New York trains.
Hastings Homes Company
105 WEST 40TH ST.

JUST MAGNIFICENT
is the view from this 25 acres, only 30 miles from 42d St.; not glimpses, but sweeping views of river and country for miles in any direction; price $15,000. Cooley & West, Inc., White Plains, N. Y.

To let, furnished or unfurnished, very moderate, house at Country Club of Westchester. Apply R., 37 East 59th St.

New Rochelle.

BEAUTIFUL HOME
New House, corner plot, select neighborhood, near station; hardwood trim and floors; eleven rooms, two tile baths, hot water, heat, gas, electricity, billiard room, shades, screens, $1,000 per year. Option of purchase. COOLEY & WEST, INC., New Rochelle, N. Y.

Sacrifice.—Eight-room cottage, nicely arranged for small family; four fireplaces; corner lot, nearly 150 feet frontage on best street of Residence Park, New Rochelle; room for garage and tennis court; almost any offer accepted. Furnished and unfurnished houses. C. B. Allen, 232 Huguenot St., New Rochelle. 'Phone 1807.

SACRIFICE
Eight-room house, large grounds, all modern improvements $5,500
Furnished and unfurnished houses to rent. Downey, 282 Huguenot St., New Rochelle.

$10,000—EASY TERMS
Buys a beautiful new house in select neighborhood, near station. Very high ground. Hot-water heat. Two tile baths, gas, electricity, sewer, inlaid hardwood floors. Good plot. COOLEY & WEST, INC., New Rochelle, N. Y.

White Plains.

AT WHITE PLAINS FOR SALE.
12-room stucco house, large living room; plot 75x175; fine trees and lawn; near trolley, church, schools, etc.; convenient to station; best neighborhood; must sell, sacrifice.
FOR RENT, FURNISHED,
12 rooms, 2 baths, large plot; convenient to station; high ground; $200 per month.
10 rooms, 2 baths, large plot, $135.
FOR RENT, UNFURNISHED,
8 and 9 room houses, 2 baths, $45.
E. Nelson Zhrhart
7 East 42d St. Tel. 4545 Murray Hill. Depot Square, Tel. 753 White Plains, N. Y.

IDEAL BUNGALOW SITE.
Hill commanding fine lake views and covered with big pines and oaks. Over thousand feet road frontage on a curve. Near a State Road, 1¼ miles to station; 32 miles out. Plenty of tillable soil. 35 acres for $1,500.
COOLEY & WEST, Inc.,
White Plains, N. Y.

New Rochelle.

BEAUTIFUL HOME
New House, corner plot, select neighborhood, near station; hardwood trim and floors; eleven rooms, two tile baths, hot water, heat, gas, electricity, billiard room, shades, screens, $1,000 per year. Option of purchase. COOLEY & WEST, INC., New Rochelle, N. Y.

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COOLEY & WEST, Inc.,
White Plains, N. Y.

WESTCHESTER—SALE OR TO LET.

LARCHMONT PARK,
LARCHMONT-ON-THE-SOUND.
VILLA PLOTS
Low Prices. Easy Terms.
All City Improvements.
New York's most beautiful suburb, located near Sound and station. Excellent transportation. Just a short ride from New York on the electrified N. Y., N. H. & H. Rd. Booklet T on request.
APPLY FOR TRANSPORTATION
9:30-10:00 A. M. 1:30-2:15 P. M.
Sunday and Decoration Day
to representative near Bureau of Information at Grand Central Station, or news stand at 125th St. Station.
Autos will meet all trains at Larchmont Station.
J. N. GARDNER,
12 EAST 42D ST., NEW YORK

THE BEAUTIFUL
Flower Estate
DOBBS FERRY-ON-THE-HUDSON
is being divided into villa plots of various sizes. Attractive prices and terms. All improvements, including sewers, water, and gas mains, street light, and fire hydrants, being installed without expense to purchaser. An ideal condition for a suburban home.
HASTINGS HOMES CO.
105 West 40th St.

AT $8500
Easy Terms; No. 130 Chester St.
CHESTER HILL, MOUNT VERNON, N. Y.
Eight-room house on plot 50x100 ft. Restricted neighborhood.
Can be inspected Decoration Day by applying at 9 Chester St. for keys.

PINECREST
A poem in trees, hills and glens, on the Hudson. Lots, acreage; 50c. ride from Subway. Write Pinecrest Co., Yonkers.

For rent, furnished for three months, gentleman's home in best part of New Rochelle; nine rooms and bath; good stable or garage; open for inspection Saturday and Sunday; five minutes from water. 87 West Castle Place.

LONG ISLAND—FOR SALE OR TO LET

A few desirable parties are invited to join a colony of particular people. On attractive terms they can obtain just what they are looking for—a homesite in a rustic park, with fine winding roads and a flowerbed here and there, with splendid views of Manhasset Bay and Long Island Sound. Fine boating and bathing. Water privileges to every purchaser. Plots vary from 50x150 to much larger sizes, and cost from $1,500 upward, on easy payments, if desired. All improvements are now being installed, and there is no better or more refined homesite on Long Island. Five minutes' walk to Manhasset station and 30 minutes to Herald Square through the Pennsylvania tubes. Liberal building loans can be arranged for, and homeseekers are earnestly requested to investigate this colony, which is backed by very reliable and substantial people. References required. Write for particulars. Secretary, Box 174 Times Downtown.

RESTRICTED
Wooded Villa Sites; large maple, oaks, &c.; all city improvements, sewers, water, gas, macadam roads, sidewalks, &c.; elegant bathing beach, dock privileges, clubhouse; several fine plots fronting on the Boulevard at $550 per lot; $25 cash, 5 monthly. Shore Front, Box L 124 Times.

BELLEROSE
Villas and Villa Plots.
Artistic high-class homes at minimum prices. Landscaped streets. Fully restricted. Beautiful $10,000 Pennsylvania, main line, station on property, 33 minutes from Herald Square; also trolley; elevation 85 feet. Booklet upon request.
UNITED HOLDING COMPANY,
1,007 Flatiron Building, N. Y. C.

$250 SUMMER BUNGALOW.
High and healthy, among the pines, overlooking 800 acre lake. Boating, bathing, fishing; near depot. Excellent commutation. Terms to suit. Address T. I. NEWBERY, 65 Flatbush Av., Brooklyn, N. Y.

If you want HOMESITES or SMALL FARMS in nearest suburbs on Long Island, send for a free copy of the
A. B. C. OF SUBURBAN REAL ESTATE.
It tells what you want to know.
J. F. MINCHER, Dept. E, 351 5th Av., N. Y. C.

FLORAL PARK BARGAINS.
Have bargains in houses and lots in best sections of Long Island for sale on easy payments. Write me what you want or send for list. Owner, P. O. Box 7, Floral Park, L. I.

If you want a high, healthy location in a unique colony of refined people where all improvements have been put in, write E. G. Sherman, 1 East 45th St.

1,000 ACRES OF LAND FOR SALE.
Three-fourths of Manor of St. George, at the east end of Great South Bay, on the south side of Long Island, having been purchased by the Tangier Company for development, the owner of the remaining one-fourth offers for sale 1,000 acres of the same; principals only. Clarence G. T. Smith, Moriches, N. Y.

Monthly payments buy exceedingly desirable, low-priced cottage or acre on hill overlooking shore; near depot; 50 minutes from Manhattan centre; free inspection tickets. D. B., Box 114 Times.

REAL ESTATE WANTED.

ATTENTION
WANTED, REAL ESTATE TO LEASE AND MANAGE.—Experienced and reliable concern desires to procure leaseholds on income-paying property; also the management of houses undertaken. If you have vacancies on your property our system of renting will soon fill them up. A trial will convince you. REAL ESTATE LEASING & MANAGING COMPANY,
99 Nassau Street. Telephone 7240 Cortlandt.

NEW YORK STATE—SALE OR LET.

ARE YOU LOOKING FOR COUNTRY PROPERTY?
Summer cottages and Summer hotels to let or for sale; farm property a specialty.
ORLIFF T. HEATH,
CATSKILL, N. Y.

NEW ENGLAND—FOR SALE OR LET.

Stamford, Conn.—Would rent at $600 for season to desirable tenant an attractive old place; 11 rooms and bath; well furnished; stable, garage, garden, fruit; 3½ acres. 737 Main, Clarks Hill.

VIRGINIA—FOR SALE OR TO LET.

CHOICE VIRGINIA FARMS
ALONG THE CHESAPEAKE & OHIO RAILWAY AS LOW AS $10 PER ACRE; rich soil; mild Winters; near-by Eastern markets. For handsome, illustrated booklet, "COUNTRY LIFE IN VIRGINIA," (100 pages,) and low, twice-a-month excursion rates, address G. B. Wall, Real Estate Agent, C. & O. Railway, Box M. G., Richmond, Va.

COUNTRY HOUSES TO LET—FURNISHED.

Modern 14 Room Furnished Cottage For Rent AT ISLIP, L. I.
Located on one of the most exclusive thoroughfares between Bay Shore and Islip, on Sunset Av. Cottage has large veranda and spacious grounds, covering nearly an acre, with plenty of shade trees; premises close to the bay and desirably situated for convenience to the trains at Islip and Bay Shore; owing to the lateness of the season will be rented for $650 for the Summer; is suitable for a large family; the house is modernly equipped with electric lights, city water, two baths, and 10 sleeping rooms; should rent for $1,000.
Premises can be seen at any time by applying to William H. Moffitt, 192 Broadway, Manhattan, or telephone 798 Cortlandt.

To Rent at Long Beach

This attractive fireproof cottage for rent for the Summer at cool Long Beach. New, decorated, and completely furnished. Owner going to Europe. Call, write or phone
H. T. CHARTERS,
225 Fifth Av., N. Y. Tel. 3600 Madison.

Lawrence Park, Bronxville, N. Y.—Thacher residence, seven minutes station and Hotel Gramatan, thirty minutes city; six chambers, three baths, shower; cool; ninety-foot porch; lawn. See local agents.

Lake Maranocook, Maine.—Furnished farm house, 11 rooms, 6 sleeping; piazzas, fireplace; spring water; fuel and ice free; price, $200. Address E. W. Harvey, Trust Building, Augusta, Me.

$400 for Season.—Furnished 12-room house; city improvements; barn, tennis court, fruit; Gilmanton, near Concord. Condit, 60 Willow St., Brooklyn.

COUNTRY HOUSES WANTED.

Wanted—Rent, view buying, suburban house, 6 sleeping rooms, near water, New York, New Jersey, Long Island; good elevation; not more than 30 minutes Jersey Central Terminal, Jersey City; $30 to $50 month. Address 2,059 Fulton St., Brooklyn. Phone 85 East N. Y.

BROOKLYN—FOR SALE OR TO LET.

I MUST HAVE $475.00.
Will sacrifice a new two-family brick house that was built to sell at $7,500 for $6,475—$5,000 mortgage now on house. Will take back a mortgage of $1,000 and deliver deed for $475.00. House 23 feet wide. Stone piazzas on first and second floors. Hardwood trim throughout. Parquet floors. Handsomely decorated. House extra width giving larger rooms.
Steam Heat. Outside Windows in Every Room.
C. A. Penhale, No. 962 Bay Ridge Av., between Fort Hamilton and 10th Avs.
Take 5th Av. and Bay Ridge "L" to 65th St.

WANT OFFER—ACT QUICKLY!
Swellest Section of Flatbush.
483 Marlborough Road, near Dorchester.
Beautiful 2½-story detached Queen Anne, containing 12 rooms, 2 baths, steam heat, parquet floors, hardwood trim throughout, etc. Owner, leaving city, will sacrifice on reasonable terms. SNYDER, 354 Seventh Ave., Brooklyn, or premises.

—Small Mansions—
Beautiful one-family houses, 9 rooms, 3 baths, stone terrace, steam heat, electric light, parquet floors and handsome decorations. Superior in style and quality to the best. Overlooking Shore Road.
Price $6,500 and $6,950
ON LINE OF 4TH AV. SUBWAY.
72d St., between 1st and Narrows Avs.
Reached by Bay Ridge Trains and Trolleys.
Write for pamphlet and photo to REALTY DEALERS, 371 Fulton St., Brooklyn. 'Phone Main 4560. Houses open for inspection.

NEW SEMI-DETACHED
$5,300—TWO-FAMILY—$5,300
1,030 East 38th St., near Avenue I, opposite Germania Park; eleven rooms, two baths, store rooms, separate furnaces, entrances; beautifully decorated.

FLATBUSH
Worth $12,000.00 Will close to quick buyer for $10,000.00. 11 rooms and bath. Lot 45x150. Large piazza. Stable or garage privilege. Owner, 120 Ocean Parkway.

Bargain.—Sacrifice detached house, nine rooms, all improvements; lot 60x100; little cash required; Borough Park, 35 minutes Manhattan. Address Urgent, 210 Times Downtown.

Near Prospect Park.—3-story house; perfect order; hardwood floors; 2 baths; must sell. 18 Fiske Place, between Carroll and Garfield.

TO LET FOR BUSINESS PURPOSES.

ONE STORY LOFT
148 E. 57th St.
LARGE, LIGHT, AND WELL VENTILATED, FOR LIGHT MANUFACTURING, DISTRIBUTING DEPOT OR OFFICE. APPLY PREMISES.

Broadway Store To Let
No. 2,507, (near 93d St.)
Size 14 x 82.
Elegant large store, especially suitable for fine confectioner; excellent location. Apply D. KEMNPER & SON, 17 West 42d St.

Store, basement, lofts, new 12 story fireproof building, 3 elevators. 15 & 17 East 32nd St., between Madison & 5th Avenues.

28TH ST., CORNER 1ST AV.
Loft containing 8,000 square feet; exceptional light, four sides; large elevator, steam heat, and power. Owner, on premises.

For Rent.—One or two floors in new fireproof building, 50x102; good light; largest freight elevator in New York; located at 9th Av. and 55th St. Address A. T. Otto, 1,876 Broadway.

Factory, 50x95; six-story and basement; fireproof; whole or part; light on four sides; 415 and 417 East 93d St. Inquire Adam Happel, 408 East 93d St.

Columbus Av., 584, (near 88th.)—Deep, attractive store; excellent location; suitable any business; cheap rent. Pocher & Co., 128 West 34th St.

Columbus Circle, 312 West 59th St.—Lofts and offices in modern light elevator building. Apply on premises. Rent moderate.

To Sublet.—Small office in Metropolitan Tower; moderate rental. Address Joseph O'Brien, 103 Waverley Place, city.

Loft, 20x72; suitable for light business purposes. Adam Happel, 408 East 93d St.

Bronx.

Handsome store for rent, west side Morris Av., between 163d and 164th Sts. William E. Diller, owner, on premises.

Brooklyn.

LOFTS WITH POWER.
60x90, 50x100 and up to 80,000 square feet; LIGHT ALL SIDES; HEAT, ELEVATOR; NEW BUILDING; SPRINKLED. LOW INSURANCE. NEAR SHIPPING TERMINALS. Ins. rate less than 10c. per $100. Splendid location to get help. OWNER, on premises, 161 Classon Av., near De Kalb Av., Brooklyn.

648 Atlantic Av.—Half block from Subway station; attractive, exceptionally light store and basement; plate glass show window; good business location; low rent. Renting agent on premises, or Pocher & Co., 128 West 34th St., Manhattan.

CITY HOUSES TO LET—Unfurnished.

$40.—One-family house, seven sunny rooms, bath. 1,214 Shakespeare Av., near Jerome.

NEW JERSEY—FOR SALE OR TO LET

Watch the Marvellous Growth of

AMPERE EAST ORANGE

Two hundred homes arranged for, sixty houses completed, make this section the most rapid improvement in suburban New York.

Every city improvement now installed.

Invest where activity increases values daily. Money loaned to build your home in a refined community already established.

Our automobiles are at your service.

E·L·SAWYER
President,
East Orange and Ampere Land Co.
1 Madison Av., New York,
and
Terminal Building, Hoboken, N. J.

Beautiful Homes in the Oranges
FOR SALE OR RENT.

From the cozy cottage to the commodious mansion and estate. **South Orange**, the most beautiful of all the Oranges, and an old, well-established residential community, with all urban conveniences, is the ideal location in which to enjoy perfect suburban life. We can show you homes and locations which will suit any purse. Beautiful villas to let, also a few artistic, thoroughly modern and up-to-date homes for sale. Cash or easy payments. If you are looking for a perfect home do not fail to let us show you some in beautiful South Orange. Commutation low; transportation facilities perfect. High altitude and pure air. Houses shown by appointment. We have some choice offerings and early inspection is advisable.

Underwriters Realty & Title Co.
SUBURBAN DEPT.,
485 Fifth Ave., N. Y. Phone 848 Murray Hill.
OPEN MONDAY.

CRANFORD
HOME SITES
LOTS and VILLA PLOTS
Low Prices, Easy Terms

CRANFORD is the fastest growing, most attractive and accessible suburb. On main line Central R. R. of N. J.; 34 minutes out now; 60 trains daily.

We have property in all of the most desirable locations in Cranford. THREE MINUTES FROM THE STATION, with all city improvements, water, gas, sewers, &c.; on beautiful broad avenues lined with stately old elms, making finest home sites within commuting distance.

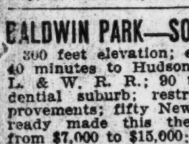
Ideal Bungalow sites on the beautiful Rahway River. Large plots with river frontage at low prices. Largest profits combined with absolute safety assured immediate purchasers. No risk and no uncertainty regarding the future of our property.

Meet our agents at foot of Liberty St., in front of the ferry house, with blue tickets in their hatbands, Monday at 1 P. M.

Booklet and free railroad tickets furnished.

MANOR REALTY CO.,
CRANFORD, NEW JERSEY.

BUNGALOW FARMS $95



$10 down, $5 monthly. In the Orange Hills, 56 minutes from New York, fare 11 cents; raise your own chickens, vegetables, and enjoy country life; near depot; 10,000 square feet of land, with 100 fruit trees planted on each acre. Call, write, or 'phone (6371 Barclay) C. NICHOLS, 258 Broadway.

This 4-room Bungalow, $265.

BALDWIN PARK—SOUTH ORANGE HEIGHTS

300 feet elevation; extended mountain view; 40 minutes to Hudson Terminal Building, D., L. & W. R. R.; 90 trains daily; select residential suburb; restricted property; all improvements; fifty New York families have already made this their home; houses range from $7,000 to $15,000; also a few choice building plots for sale; terms and payments made satisfactory; write or call for booklets. Cornelius A. Baldwin, 30 Church St., N. Y., or 451 Summit Av., South Orange, N. J. CAN BE SEEN DECORATION DAY.

BUNGALOW FARM $100.

IN THE ORANGE HILLS, ONE HOUR OUT.

500 ft. elevation. Enchanting scenery. No mosquitos. 10,000 sq. feet. $10 down, $5 monthly. FARE 15c. FREE 100 fruit trees planted on each acre. Call, write, (or This Bungalow, $275. 'phone 4309 Beekman.) B. LANE, Room 324 World Building.

AT BEAUTIFUL DUMONT

$300 cash, and balance same as rent, will purchase an ideal, modern, $3,000 home, 6 rooms and bath; on large plot, few minutes' walk to station. Let us send you particulars of this property.
CHARLES C. HOUGH,
110 West 34th St.

Before Buying See Our
high-class 2-family brick houses, electric light, steam heating; all improvements, hardwood trim; fine location; overlooking Hudson River. Weir & Sons, premises, Oak St., near Gregory Av., Weehawken Heights.

BEAUTIFUL BUILDING PLOT

Half acre plot, nice shade trees at beautiful Murray Hill; 45 minutes out on D., L. & W. Commutation $6.50. Price $250; only $25 cash, balance $5 monthly. MURRAY HILL HEIGHTS CO., 132 Nassau St., Room 503.

In Westfield, new house, on a hill, near depot, street cars, stores, school, churches, &c.; has sewer, water, gas, electric light, hardwood finish, fine decorations, stone walk, &c.; restricted; for sale cheap on easy terms. H. C. Lockwood Co., 141 Broadway, New York City.

No. 159 to 171 East Orange Parkway, 3 minutes to D., L. & W. R. R. and Orange trolley; two beautiful frame dwellings, 12 rooms and bath; electric lights, steam heat. Open for inspection Sunday and Monday, (Decoration Day,) or inquire Hudson Realty Construction Co., owners, 2 Foye Place, Jersey City.

Sacrifice Bargain.—Ridgefield Park, N. J.; to close estate; house 8 rooms, bath; all improvements; gas, electric light, steam heat; fine location; high; near station; two railroads; unusually accessible to Manhattan. Address E 112 Times Downtown.

[illegible] at Leonia, N. J.—The Homestead, 10 [illegible] new improvements, large trees; two [illegible] of ground; three minutes from railroad [illegible]; $40 per month; local agents or [illegible] D. C. Stagg, 27 Park Row.

[illegible] 200x100, Westfield, only $650; forest [illegible] near depot, trolley, and houses; $10 [illegible] balance monthly. H. C. Lockwood Co., [illegible] New York City.

[illegible] building plot, near everything, Westfield, [illegible] $150, only $10 cash, $7 monthly [illegible] H. C. Lockwood Co., 141 Broadway, New York City.

[illegible] Hopatcong real estate; cottages for sale [illegible] to rent; some bargains. G. W. Campbell, Telephone 790 Cortlandt, 150 Broadway.

[illegible] country homes everywhere, every description; new list just issued. Lebkuecher, [illegible] House, Manhattan.

[illegible]ong Branch.—Colonial residence, 66; shade, garden, lake, outbuildings, baths; reasonable. [illegible]wner, 54 West 68th St.

[illegible] close to Westfield [illegible] Lockwood Co., 141 Broadway, [illegible]

[illegible] choice lots [illegible] N. Y.

NEW JERSEY—FOR SALE OR TO LET

SEA GIRT
"The Summer Capital of New Jersey."

Has the finest Winter and Summer climate, the best bathing beach, and highest and most fertile land, the best surroundings, the right restrictions, the best train service. Everything you desire in a location for a SUMMER HOME. Send for our Illustrated Book.
SEA GIRT COMPANY,
Suite 517, 115 Broadway, N. Y.

APARTMENTS TO LET—Unfurnished.

West Side.
Above 110th Street and Washington Heights.

IDEAL LOCATION

If you intend living in an apartment take a look at

NASSAU APARTMENTS

southeast corner of Fort Washington Av. and 170th Street.

Apartments of 4, 5, 6 and 7 rooms and bath.

ROSEMOUNT
Facing Morningside Park, 65 Morningside Av., near 120th St.; handsome 7-room apartment; hall and telephone service; rent, $43.

THE CHESKNOLL.
Most unique 3 or 5 room apartment, 160th St., 560 West; every modern improvement; hall telephone service; electric lights; $30-$37.

THE BURLINGTON.
184th St., 515 West, 4, 5, or 6 rooms; all improvements; telephone and electric light; rent, $24, $30, and $38.

SUMMER INDUCEMENTS.
Agents, 3892 Broadway.
EVERETT M. SEIXAS & CO.

HANDSOMEST APARTMENTS, 5, 6, 7, 8 ROOMS. ONE AND TWO BATHS, $40, $50, $60, $70, AT THE BELFORT ELEVATOR APARTMENT, CORNER POST ST. AND HAMILTON AV., NEAR VAN CORTLANDT PARK; BEAUTIFUL ITALIAN ROOF GARDEN AND TENNIS COURTS; WRITE FOR PARTICULARS. GERBEREUX CO., 369 SOUTH BROADWAY, YONKERS.

VAN PRAAG
522-4 West 112th St.
Between Amsterdam and Broadway. Beautiful 5 room Apartments, $37.00; telephones, etc.

CATHEDRAL HEIGHTS,
Five rooms, elevator, telephone. 509 W. 112th.

Choice six-room corner apartment sub-let; modern; bargain; $35. Steinberg, 795 St. Nicholas Av.

To Rent—8-room elevator apartment; very large, light rooms, all outside; convenient to Subway, L, and surface cars; moderate rent. 87 Hamilton Place, West 141st St., Apartment 41.

West Side.

WELLESLEY
N. E. Cor. 81st St. & West End Av.
Choice Apartment; electric light, refrigeration, laundry fuel, separate laundries included in rent. Apply Superintendent, on premises.

INVERNESS
200-210 West 57th St.
Handsome, extra large, light corner apartments of seven and eight rooms and bath, with all modern improvements; rents $1,300 to $2,400; possession at once. CRUIKSHANK COMPANY, 141 Broadway.

103 WEST 77TH ST.
Extra wide modern apartment, seven rooms, bath; private house block, adjoining Manhattan Square; $55.

We store your furniture, $3; moving, $3 van-load; also boxing and shipping at moderate charges; send postal. American Storage Co., 604-608 West 48th St. Telephone 2667—Bryant.

73D ST., 183 WEST, (Sherman Square.)—Corner outside apartment; 8 light large rooms and bath; cool as the beaches. Janitor, or Hall, Hawkes & Prentice, 32 Nassau St.

98th St., 53 WEST.—Six light rooms and bath, all improvements; rent, $20.

East Side.

145 2D AVE.
CORNER OF 9TH ST.
6 rooms and bath, elevator, steam heat, etc. $40-$48.
FOLSOM BROTHERS, (Inc.,) 335 Broadway.

41st St., 338 East.—Private house, newly decorated; five rooms and tiled bath; splendid house; 3 minutes to Grand Central. Inquire 238 East 42d, store.

KINGSTON—129 E. 76th STREET.
Handsome apartment; eight large, light rooms.

Bronx.

UP-TO-DATE
All Street Apartments.
3, 4 and 5 ROOMS
ALL LIGHT and AIRY
In the best houses of the Tremont section.
Exceptionally Large Rooms, Beautifully Decorated.
With bath, steam heat, hot water, electric light, double floors, hardwood trim, telephone, etc. Also nice corner for drug store.
179th Street
Corner BATHGATE and WASHINGTON AVES.
CONVENIENT TO 177TH AND 180TH ST. 3D AVE. "L" STATIONS.

SOMETHING NEW!
SINGLE DETACHED APARTMENTS
of seven and eight rooms, near Jackson Avenue subway station. Electric lights, parquet floors, showers, steam and hot water supply. LIGHT AND AIR ON THREE SIDES. Rents $40 to $46.
The best apartments ever offered at the price. Apply to agent on premises, Avenue St. John, between Beck and Kelly Sts.

A.—Extra choice apartments in two-family houses; large closets; rents reasonable; come and see them. 165th St. and Walton Av.

Brooklyn.

7 rooms and bath, brick, hardwood, two-family dwellings; private halls, dumbwaiter, gas range, steam heat; one minute to "L" station, 22 minutes to New York; only $18. Henry L. Redfield, 16 Court St., Brooklyn.

Five large light rooms and bath; halls heated and carpeted; janitor service; rent, $19 and $20, owner on premises. 39 Kingston Av., Brooklyn.

Yonkers.

YONKERS—FOR RENT.
New apartments, steam heated; hardwood trim; electric light; delightful location; 10 minutes from Van Cortlandt Subway station.
Five rooms and bath............$35
Seven rooms and bath............50
[illegible]

COUNTRY BOARD
20c. a line 1 time; 7 times 18c. a line a day; 30 times 16 2-3c a line a day.

Staten Island.

Magnificent room, breakfast; one, two gentlemen; private family, exclusive neighborhood; 15 minutes' walk ferry; wonderful view. 327 Westervelt Av., Tompkinsville.

Long Island.

Norece Hall, Arverne.—100 feet from ocean; block from Straiton Avenue Station, 40 minutes from New York; Christians. For particulars and reservations inquire above, or 114 West 79th St.

SHEEPSHEAD BAY.—Siemer cottage, 3,041 Ocean Av.; large, light rooms; reasonable rates; 45 minutes from Park Row; fare, 10 cents; 10 minutes from Manhattan and Brighton Beaches.

THE WELLAMORE HOTEL, Cropsey Av. and Bay 17th St.—Beautiful situation on ocean front; bathing; large grove and tennis court.

Howard House, Cropsey Av. and Bay 12th St.—Large rooms, furnished or unfurnished; reasonable; light housekeeping.

Rockaway Park.—46 Second Avenue; newly furnished apartments, with balconies overlooking ocean; table excellent.

FURNISHED ROOMS.—Large front room, with porch, and small rooms. 177 Bay 25th St., Bensonhurst, L. I.

Private family wishes two gentlemen to board; seaside; forty minutes to bridge. L 148 Times.

New York State.

COLONIAL HOUSE, MOUNT VERNON, N. Y.—30 minutes Grand Central. Two large rooms, one with alcove, bath adjoining, southern exposure, with first-class board, to rent Summer months; beautiful grounds; large piazza; five minutes from depot.

NEW ROCHELLE.—Large single rooms and connecting rooms; beautiful location; ideal home; quiet; high elevation. 86 Union Av., New Rochelle, N. Y.

Beautiful mountain scenery; large, shady lawns; modern conveniences; no children; two hours from New York. Mrs. L. H. Palmer, Sugar Loaf, N. Y.

New Jersey.

SANATORIUM.—Invalids, convalescents, seeking health; comfortable and homelike; auto free; applicants removed free. Maple Lodge, 104 Maple Av., Montclair, N. J.

Invalids, convalescents seeking health, comfort, homelike surroundings; 'phone 427-R; applicants removed; auto free. Maple Lodge, 104 Maple Av., Montclair, N. J.

ROOMS—BOARD.—Very desirable; double, single; large closets; excellent table; large verandas; shady, central, convenient. 55 Church St., Monclair, N. J.

GLENDORA COTTAGE, East Orange, N. J.—17 South Clinton; 8 minutes from Lackawanna station, Brick Church; newly furnished, double and single rooms.

HYDROPATHIC HOME, Columbia, Butler, N. J. (Erholungsheim) water, Massage-Osteopathic treatments; diet; reasonable.

EAST ORANGE, Halsted St., 88.—Double rooms with board for two; near Lackawanna station and Central Av. trolley.

New England.

VACATION FOR YOUR ENTIRE FAMILY.
Let your boy enjoy real camp life in
CAMP "CAPTAIN KID,"
opposite famous Treasure Island in exclusive Pawson Park, near New Haven, while the nearby picturesque
MERRIMAC HOUSE,
under same management (COLLEGE MEN), offers unsurpassed conveniences for the rest of your family. Finest surf-bathing, fishing, golf, tennis, baseball, dense woods. Write for catalogues, KARL A. BUCK, Tribune Building, NEW YORK. TEL. Beekman 3175.

"ON-THE-HILL."
Watertown, Litchfield Co., Conn.
For nervous and chronic invalids; no objectionable cases; high elevation; extensive grounds, modern equipment; terms moderate.

Say you saw it in The Times.

COUNTRY BOARD WANTED
20c. a line 1 time; 7 times 18c. a line a day; 30 times 16 2-3c a line a day.

LADY, teacher, desires accommodation in sanitarium in high country, Adirondack Mountains preferred, where she can secure complete rest, good nourishment, and recuperation; moderate terms desired, (under $10 per week,) and no tubercular patients. L 163 Times.

Wanted—Board in small hotel within commuting distance of New York for man, wife, and ten-year-old daughter; country preferred to seashore. Reply at once. Box J 149 Times.

Long Island.

BAY RIDGE, 216 78th St., Near 2d Av.—Attractive rooms; excellent board; all improvements; reasonable; near Crescent Club grounds and bay.

LOST
25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

LOST—From 266 West 72d, Thursday evening, black handbag, containing watch and chain, gold ring, medicine, and Cook's references; reward and no questions asked if returned to above address.

LOST—Saturday afternoon, at Academy of Music, or between there and West 72d St., ladies' gun metal watch attached to gentleman's ribbon fob, with gold buckle and blood-stone seal; reward. 258 West 72d St.

LOST.—Paved diamond heart, 6th Av. and 19th St., or 20th St., between 6th Av. and Broadway. Liberal reward if returned C. W. A., Room 1,904, 27 William St.

LOST—Sunday, diamond, emerald circle pin; 60th to 77th, 2d to 5th, through Park; keepsake; liberal reward. Saarbach, 233 E. 60th St.

LOST—About 3 weeks ago a gold watch with a fleur de lis pin with initials R. R.; liberal reward. M. Rosenfeld, 1,043 Morris Av.

LOST—Sunday, Riverside Park, lady's gold watch, college fob; reward. Rollins, 525 West 124th St.

LOST—Diamond brooch, shape five-pointed star. Return Howard & Co., 578 5th Av.; reward.

Say you saw it in The Times.

LOST AND FOUND—CATS, DOGS
25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

FOUND—White dog on Saturday afternoon, May 28, in Essex and Broome Sts. M 87 Times.

LOST—10 canaries from 15 West 37th; any one capturing them kindly return to owner.

UNWANTED DOGS AND CATS should be taken to the A. S. P. C. A. Shelter for Animals, 102d St. and East River, or the Ambulance House at 111 East 22d St. Owners of lost dogs and cats and responsible persons wishing to secure pets should apply at the Shelter.

FOUND
25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

FOUND.—May 28—INTERBOROUGH R. T. CO. Apply 9 Morris St. 2D AV. ELEVATED: Gloves, soldering iron, cap, book, piece machinery, ribbons, shawl, odd glove, underwear. 3D AV. ELEVATED: Umbrella, purse, books, glove, pair gloves, odd glove, overalls, waist, two plates, cone, wrench, square, suitcase, handbag, fob, book, shoes, clothing, drumstick, castings. 6TH AV. ELEVATED: Two purses, two umbrellas, books, receipts, gloves, six pairs gloves, handkerchief, rubbers, shoes, collars, liniment, bag meat, two pairs shoes, stamp, book, &c., pin, rule, beads, cane. 9TH AV. ELEVATED: Cards, strap, book case, pocketbook, books, two pairs gloves, two belts, oil, casting, umbrella. SUBWAY: Four umbrellas, spectacles, purse, medal, wallet, pair shoes, odd glove, satchel, book, magazines, bag circulars, book, apron, &c., washers, ribbon, shoes, apron and tools, apron, collars, music, key, wire, bottles, car checks.

FOUND, May 27.—CENTRAL R. R. OF N. J. Apply foot of Liberty St. ON SANDY HOOK BOAT—Package of tools, book, umbrella. ON RAILROAD TRAIN—One bundle.

FOUND, May 27.—L. I. R. R. Apply Lost Article Office, Long Island City: Three parcels.

FOUND, May 27.—ERIE R. R. Apply Information Desk, Jersey City, N. J.: Package, hat, suitcase, package of collars and cuffs.

FOUND, May 27.—D., L. & W. R. R.—Four packages, five umbrellas, package of books.

FOUND, May 27.—N. Y. CENTRAL R. R. Apply Lost Article Office, Grand Central Station: Purse, four books, belt, umbrella, bunch of keys, overcoat, two packages of books, black leather case, railroad ticket, veil, bracelet, canvas bag.

FOUND, May 27.—PENNSYLVANIA R. R. Apply Baggage Master, Jersey City, N. J. ON RAILROAD TRAINS—Lady's hat, three packages, six umbrellas, books, small hammer, bundle, purse, veil and glove, cane, penknife, pajamas, storm coat, book and papers, razor strop, watch, veil, barrette, watch pin, scissors, [illegible] box, two pair of [illegible] AT JERSEY CITY [illegible] umbrellas.

HELP WANTED—FEMALES
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

DRESSMAKING AND TAILOR SKIRT ALTERATIONS.
B. ALTMAN & CO., 5TH AV., 34TH AND 35TH STS., REQUIRE DRESSMAKERS AND TAILOR SKIRT ALTERATION HANDS ON FINEST WORK. COMPETENT HANDS CAN EARN GOOD SALARIES AND HAVE AN UNUSUALLY LONG SEASON. APPLY TUESDAY, BEFORE 9:30 A. M., AT THE 35TH ST. (EMPLOYEES') ENTRANCE.

PRIVATE SECRETARY, interested in settlement work; college graduate preferred; fair knowledge of bookkeeping, stenography, and typewriting desirable; state experience and qualifications. Permanent, 246 Times.

WASHER.—Experienced washer in laundry doing high grade work only; apply by mail only; references required. J. Bergler, 754 Nostrand Av., Brooklyn.

YOUNG WOMEN, between 17 and 23 years of age, to learn telephone operating for Central Office positions; for those who qualify salary of $5 a week paid while learning. Apply after 9 A. M. at Application Department, New York Telephone Co., 58 West Houston St., cor. Wooster St.

HELP WANTED—MALES
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

COACHMAN. — Experienced; references; in country place; caring lawn and garden; $20. Ackerman, 187 Greenwich.

COACHMAN.—References. Apply Doctor, 245 East 7th St., 9 A. M.

COST CLERK.—Must be quick, accurate, and know his business; to one able to handle the production of a large manufacturing plant a steady position is guaranteed with good prospects; answer, stating experience and salary to start. Tin Box M 64 Times.

MAN (Hungarian) wanted to sell near-by lots; good pay. Samuel Kraft, 30 Church St.

MEN WANTED—Successful collectors, solicitors; old line company; $100,000 capital; $1 monthly insures men's wages against lost time from accident or sickness; phenomenal demand; permanent; salary, commission. CREAMER, NATIONAL CASUALTY CO., Metropolitan Building, Room 5,011.

PRINTING OFFICE. — Desires to learn of several ambitious young men with knowledge of printing business; plant or office experience desired; give particulars. M 9 Times.

PRINTING SALESMEN.—We have an opening for several successful salesmen of high-class catalogue and color work; must be men who carry good trade; give particulars. M 8 Times.

PRODUCTION CLERK.—We want a young man between 25 and 30 years of age, who has had experience in this position; one who understands all branches of a production department, to one who possesses the required qualifications a steady position is assured with a good future; state experience and salary to start. Tin Box M 63 Times.

REAL ESTATE and insurance agents to sell a good suburban lot development within 15 miles of New York on easy monthly payments; good leads furnished; only experienced, first-class hustlers need apply; liberal inducements, salary and commission. The Kline Realty and Improvement Company, 25 Church St., city.

SALESMEN (not simply order takers) with personality, honor, perseverance, nerve, and ability, to connect country merchant with a device for handling food product that will yield him 300% on his investment; salesmen with automobile runabout can make $120 weekly; without, $60. Are you the man? Bond required. Originator Mfg. Co., 302 Broadway, New York.

SALESMEN WANTED.—No experience required; hundreds of positions now open, paying from $100 to $500 monthly. Our free book, "A Knight of the Grip," will show you how to get one of them. Write, (or call,) for it today. Address National Salesmen's Training Association, 1,210 D., Flatiron Building, New York. Branches, Chicago, Kansas City, Minneapolis, San Francisco, Atlanta.

SALESMAN.—Man with qualities of salesmanship for general advertising work; references an absolute requirement. Address, giving experience and references. L 154 Times.

SALESMEN, experienced, to sell houses, lots, and acreage on Long Island; liberal commission; leads furnished. Thos. Browne, 146 East 34th St.

SALESMAN with trade same line or similar. Answer by mail, reference and particulars; correspondence confidential. Theodore Weil, 14 Waverley Place.

SALESMAN.—Side line ladies' waists for Western territory. Address M 44 Times.

SOLICITOR.—An excellent opportunity is offered a bright, energetic young man on a high-class financial publication soliciting subscriptions. Address, giving previous experience, if any, Box L 159 Times.

SOLICITORS.—For $1 monthly we pay $60 in case of sickness or accident; we want solicitors to get members; weekly salary and commission. Ballard & Garret, 84 William St.

TAILORS FOR ALTERATIONS.
B. ALTMAN & CO., 5TH AV., 34TH AND 35TH STS., REQUIRE ALTERATION TAILORS ON HIGHEST CLASS OF SUITS, CLOAKS, AND SKIRTS. COMPETENT HANDS CAN EARN GOOD SALARIES AND HAVE AN UNUSUALLY LONG SEASON. APPLY TUESDAY, BEFORE 9:30 A. M., AT THE 35TH ST. (EMPLOYEES') ENTRANCE.

WANTED—A first-class advertising solicitor on commission only, for a special and attractive pictorial feature. Pictorial, Box L 172 Times.

HELP WANTED, EMPLOYMENT BUREAUS.
20c. a line 1 time; 3 times 18c. a line a day; 7 times 15c. a line a day.

Commercial Help.

COST ACCOUNTANT, good bookkeeper, printing experience; not over 27 years; $20.
BILL CLERK, rapid, accurate at discounts; $50.
ASSISTANT Advertising Manager; good correspondent; trade paper advertising experience; high-grade solicitor and executive.
BOY, American; fine opening in lawyer's office.
SUPERVISING DRAUGHTSMAN; only applicant with steam pump experience considered; $2,000.
CHECKER and PACKER, wholesale drug experience.
BOYS, German or Irish; several for mail and clerical work.
BOY, German, to learn hardware trade; $7.
NATIONAL EMPLOYMENT EXCHANGE, 47 WEST 42D STREET.

BOOKKEEPERS, stenographers, typewriters, office assistants, cashiers, furnished free. Wright Agency, 335 Broadway. Franklin 373.

EFFICIENT STENOGRAPHERS, office workers, furnished free; expert multigraphing. Jupp Exchange, 87 Nassau. Cort. 4221.

Domestic Help.

CHILDREN'S NURSES, GOVERNESSES. Mrs. Pillsbury, 507 5th Av., 6185 Murray Hill, supplies housekeepers, trained, practical nurses, maids.

COLONIAL BUREAU, 56 West 39th.—Strictly reliable maids, nurses, domestic help. 5582 Murray Hill.

COMPANIONS, teachers, (music,) governesses, kindergartners, housekeepers, ladies' maids for families, schools. Jacobi's Educational-Professional Bureau, 29 West 34th St. Murray Hill—2679.

LIND'S EMPLOYMENT AGENCY, 729 Lexington Av.—Reliable servants, all nationalities; references investigated. 'Phone 4696—Plaza.

MISS BRINKLEY
EMPLOYMENT OFFICE,
4 East 42d St. Tel. 2484 Murray Hill.
Competent servants supplied after a careful, thorough investigation of their references.

MISS WILD'S REGISTRY OFFICE,
47 West 34th St.,
supplies thoroughly trained, competent servants only after very strict investigation of references; every attention given out-of-town orders for the Summer. Educational Department under management Mrs. Janes.

RELIABLE Hungarian, German, Polish help; references investigated. Roth's, 170 East 2d St. Telephone 2508—Orchard.

MACHINERY
20c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

For Sale—New tenoning and morticing outfit; does coping; less than half ordinary cost; greatest capacity and efficiency; machine demonstrated. Mechanical Engineering Co., 122 Reade St.

SITUATIONS WANTED—FEMALES
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

A.—Dressmaker, formerly with 5th Av. house; well made and fashionable gowns; equal to the best establishments; your own material made up; prompt, reliable, and reasonable. Telephone 1883 Bryant, Mme. Cully, 138 West 48th St.

BOOKKEEPER, stenographer, and typewriter, experienced, competent; have earned $25 per week; will accept $20 until ability is proved; highest references. Capable, 102 Times Downtown.

BOOKKEEPER; 7 years' experience; competent, reliable; understands stenography and typewriting; first-class references furnished. Miss E., 103 Times Downtown.

COMPANION, &c.—Widow, 37; capable, cultured; desires position; companion, secretary, housekeeper, (not houseworker;) party or family; seashore; small salary. Discreet, Y 196 Times Downtown.

EXPERIENCED CHAPERON, disengaged June 1; has arranged for and accompanied parties throughout Europe. Reply Box 70, Washington, D. C.

GRADUATE MASSEUSE of hand and trained nurse will accompany lady as companion for Summer at very low salary; highest references. Tilly Lessin, 21 East 3d St. New York City.

STENOGRAPHER, TYPEWRITER, GENERAL Office Assistant.—Seven years' experience in various lines, accustomed to handling high-grade work, desires permanent position; unquestionable references; $15. Executive, E 101 Times Downtown.

STENOGRAPHER.—Year's experience; neat, accurate, rapid, painstaking, and reliable; willing to work hard; understands routine office work; references; $8. Miss Dorothie, C 212 Times Downtown.

STENOGRAPHER, ASSISTANT BOOKKEEPER, experienced, cultured, neat personality, desires permanency; $12. Christian, U 127 Times Downtown.

STENOGRAPHER.—Refined, cultured, conscientious, intelligent worker; limited experience; $6; reference. Quick, U 126 Times Downtown.

STENOGRAPHER.—Bright; uses judgment; miscellaneous experience; excellent mathematician, grammarian; $10. Dorothy, U 128 Times Downtown.

STENOGRAPHER.—Experienced, careful; any machine; transcribes accurately, intelligently; $12; references. Stenographer, 133 Times Downtown.

STENOGRAPHER.—Bright; uses judgment; miscellaneous experience; excellent mathematician, grammarian; $6. May, U 122 Times Downtown.

STENOGRAPHER; thoroughly qualified; engineering, commercial experience; understands bookkeeping; educated; reference. E 108 Times Downtown.

STENOGRAPHER. — Resourceful, energetic; assume responsibility; cultured; $10; references. Competent, U 125 Times Downtown.

STENOGRAPHER, assistant bookkeeper; master technical details grammatically; $6; references. Ambitious, U 123 Times Downtown.

STENOGRAPHER.—Thoroughly experienced general lines; qualified to handle any work; expert. E 118 Times Downtown.

STENOGRAPHER.—Excellent speller; reads notes well; operates machine neatly; $8; C 198 Times Downtown.

STENOGRAPHER.—Three years' experience; Normal graduate; $8; reference. Lilly, U 124 Times Downtown.

STENOGRAPHER.—Bright girl wishes position where she can advance. Greves, 374 Saratoga Av., Brooklyn.

STENOGRAPHER and typist; six months' experience; willing and efficient. L 146 Times.

SITUATIONS WANTED—MALES
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

A.—A.—ACCOUNTANT.—Expert, opens, writes up, disentangles, balances, supervises, closes, audits books, $5 monthly upward; financial statements rendered; references. Accountant, 320 Broadway, Room 1,204. 'Phone 2114—Worth.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up; kept part time; reasonable. Accountant, 32 Union Square. 'Phone 2259—Stuyvesant.

ACCOUNTANT.—Expert all lines; books opened, closed, written up, systematized; audits $5 monthly, upward. Accountant, 2,406 Morris Av. Telephone 3528—Tremont.

ACCOUNTANT (degree) desires additional work any books, any time. P. O. Box 225, Madison Square.

BOOKKEEPER.—Confidential man, having business and legal training, desires position at reasonable salary with prospects for advancement. M 51 Times.

BOOKKEEPER and CASHIER, (25;) 8 years' experience; A1; any system; salary $25. Write A. D., Chelsea, 54 West 18th St.

BOOKKEEPER.—Expert; writes up, balances books, regular intervals; moderate. Accountant, 80 Henry St., Brooklyn.

BOOKKEEPER, stenographer, correspondent, 27; competent. Thomas, 1,329 38th St., Brooklyn.

CARPENTER.—A1 practical mechanic; new alterations, general repairing; can take charge office building, hotel, landlord; reference. Feinson, 87 Bartlett St., Brooklyn.

CARPENTER, all around union mechanic, wants position; understands plans. James Peel, 284 Nostrand Av., Brooklyn.

CASHIER.—Cafe, restaurant; middle-aged man; ten years last place; excellent reference. M 68 Times.

CHAUFFEUR. — Mechanic; honest, sober young man; four years' experience driver and repairer; careful driver; best references. T. V., 128 East 19th St.

CHAUFFEUR.—Mechanic; three years' experience; best reference; city or country. Dunn, 326 East 62d St.

COACHMAN, GARDENER.—Useful; single; care of automobile; can milk; best references. Wyllie, 1,364 Broadway.

COUPLE desires steady position country; entire housework; small family; handle horse; man American, wife German; speaks French; with girl, aged 10; best reference. Reliable, 825 West 50th St.

JANITOR.—German couple; experienced fireman, handy with tools; understands all about high and low pressure furnaces; elevator apartment. W. Giesener, 55 West 132d St.

MASSAGE BY REGISTERED PHYSICIAN; EUROPEAN GRADUATE; MODERN METHODS AND APPARATUS. J 29 TIMES.

MASSAGE.—BY AN EUROPEAN EXPERT; HIGHEST REFERENCES; 15 YEARS' EXPERIENCE. M 58 TIMES.

WANTED, by a Dartmouth student during vacation, any useful occupation; French, German, good address and athletic; references given. Address K, Box M 73 Times.

WATCHMAN, NIGHTS.—Competent, sober; city references. W. Ransom, 257 8th Av.

YOUNG MAN, (20,) wants position as stock clerk in millinery, clothing, or corset house; has had experience in all; if not in the above, willing to try another line will make good; best of reference furnished. L 113 Times.

YOUNG MAN, 25, desires position; references; will accept position as salesman. M 71 Times.

SITUATIONS WANTED, EMPLOYMENT BUREAUS.
20c. a line 1 time; 3 times 18c. a line a day; 7 times 15c. a line a day.

COOKS, WAITRESSES, PARLORMAIDS, chambermaids, ladies' maids, (Scandinavian, Scotch, Irish;) German nurses; unquestionable references filed. Mrs. Kernaghan's Bureau, 844 6th Av. Bryant 683.

COOKS, laundresses, houseworkers, chambermaids, elevator runners, useful men. Porter's Bureau, 142 West 133d St.; 94 Morningside.

FURNISH first-class chambermaids, waitresses, nurses, cooks, ladies' maids, references entirely investigated; 'phone 3679 Plaza, Nielson's Swedish Employment Bureau, 570 Lexington Av.

HOUSEWORK.—Several neat colored girls, experienced, with good references, want places in small families; other good Southern help furnished. Lincoln Industrial Exchange, 314 West 59th St. 'Phone 4786 Columbus.

OLD DOMINION EMPLOYMENT BUREAU, 88 West 134th St; bond, $1,000, guarantees colored help; 1,119 Harlem.

RELIABLE COOKS, laundresses, houseworkers, chambermaids, day workers. Shepherd's Bureau, 107 West 133d.; 6916 Morningside.

STENOGRAPHERS supplied to first-class concerns; only capable help registered; entire fee to employe is $5, which is returned if no position obtained. Public Stenographer, 1 Wall St.

VICTORIA AGENCY, 88 West 133d, furnishes high-class colored help; city, country. 4747 Harlem.

BOARDERS WANTED
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

I—879 WEST END AV., corner 103d, block Riverside Park, Subway express, surface cars; beautiful vine-covered corner house; finely furnished rooms; private baths; private telephones; excellent table.

16TH ST., 20, 22, 33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

23D ST., 418 WEST, The Aren.—Suite; double, single rooms; private bath; telephone; excellent table.

39TH ST., 57 WEST.—Board and rooms for persons with reliable reference; Southern home.

44TH ST., 221 WEST.—Large rooms; superior board; refined home; table board; parlor dining room.

49TH ST., 68 WEST.—Handsome large and single rooms; all conveniences; bath; telephone; high-class house; table guests accommodated; special rates for Summer.

54TH ST., 54 WEST.
Large, small rooms; first class; telephone; references.

64TH ST., 116 WEST, (N. Y. C. Boarding House.)—One beautiful room left; reasonable; excellent board; unsurpassed cuisine, (Franco-Espagnole.) Telephone 5517—Columbus.

64TH ST., 115 WEST.—Large, pleasant room, finely furnished; running water; excellent table; moderate.

68TH ST., 56 WEST.—Beautiful, large room, handsomely furnished; private bath, shower; electric light; private residence; near Park; complete and attentive service.

68TH ST., 67 WEST.—Handsomely furnished suite, private bath; physician or family; other large and small rooms; board optional; near Central Park.

70TH ST., 151 WEST.—Large second-story room; private bathroom; hot water supply; telephone in room; large, cool dining room; references.

74TH, 102 WEST.—One, two room suites; private baths; high-class accommodations; table guests.

78TH ST., 112 WEST.—Cool comfortable rooms; Summer rates; private boarding house; parlor dining room.

80TH ST., 141 WEST.—Large, cool rooms; high-class home table board; parlor dining; references.

82D ST., 74 WEST.—Newly furnished, large rooms; private baths; table guests; Summer rates; references.

82D ST., 126 WEST.—Room suitable for one or two; table board; American family.

82D ST., 127 WEST.—Cool, comfortable rooms; parlor dining room; table guests; Summer rates; references.

83D ST., 57 WEST.—Attractive, south, medium small rooms; telephone; superior family table; table guests.

91ST ST., 54 WEST.—Elegant rooms, handsomely furnished; every convenience; superior board; near Park; telephone.

93D ST., 163 WEST.—Large, small, attractive rooms; parlor dining; superior table; telephone; table guests.

93D ST., 122 WEST, Near "L," Subway, and Park.—Desirable room; good board; telephone; references.

93D ST., 270 WEST.—Two large front rooms, bath; suite or singly.

94TH ST., 32 WEST.—Handsome large rooms; high-class house; excellent table; Summer rates; telephone.

96TH ST., 64 WEST.—Handsome double room, bath; excellent board; suitable family; near Park; references.

102D ST., 243 WEST.—Private house; select locality; near Riverside; unusually large rooms; strictly private bath, shower; choice table; boarding house atmosphere eliminated; also other accommodations; southern exposure; reasonable.

113TH ST., 560 WEST.—Rooms, newly furnished and decorated; table a specialty; table guests; references.

123D, 168 WEST.—Connecting airy rooms, second floor; 'phone; first-class board optional; references.

149TH ST., 540-46 WEST.—Near Broadway Subway, beautiful Riverside Drive, and Hudson River; in healthiest and most beautiful section of city; large, bright, comfortably furnished rooms, (adjoining bath;) $16-$20 per week for two; large gardens and porch; parlor dining rooms; excellent meals; private telephones; every comfort; a real home.

ALLIANCE HOUSE, 258-260 West 44th St.—Small family hotel, centrally located; elevator and telephone service; baths and writing rooms on each floor; excellent cuisine; moderate rates; quiet place for quiet people. Telephone 793—Bryant.

ACROPOLIS HOTEL, 519 West 123d St.—Single or en suite; American or European plan.

BROADWAY, 3,686, Near 153d St.—Location unsurpassed; Riverside; quiet, cool, large rooms; fine home table; telephone; Subway; couples, families; references.

BROADWAY, 2,728.—Two-room suite, also single rooms; well furnished; near 103d Subway. Miller.

THE MARBLE HOUSE,
Broadway, at 215th St., OPPOSITE SUBWAY STATION; ONLY PLACE OF ITS KIND IN CITY; FIRST-CLASS ACCOMMODATIONS; large, small rooms; suites; immense grounds, overlooking Hudson, Palisades, Harlem River. Telephone.

East Side.

11TH ST., 26 EAST, Adjoining 5th Av.—Handsome rooms, newly decorated; running water; superior table.

15TH ST., 218 EAST.—Most desirable rooms; view of Stuyvesant Park; excellent table; references; phone.

17TH ST., 116 EAST.—Front parlor, suitable light business or small family; table board; telephone.

21ST ST., 46 EAST.—Large pleasant room; sanitary plumbing; excellent table; telephone; references.

Brooklyn.

MONTAGUE TERRACE, 5, Brooklyn Heights.—Harbor view Wall St.; Subway five minutes Broadway; corner connects seashore; neighborhood, house, high class; table choicest products New York markets. 905—Main.

Long Island.

Douglas Manor Inn, Douglaston, on Little Neck Bay: easy commuting distance; special rates starting season early. Apply direct or 1,122 Broadway.

FURNISHED ROOMS
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

5TH AV., 46.—Well furnished large, small rooms; breakfast served; refined surroundings; references; telephone.

7TH AV., 1,919, (116th.)—Choice rooms, single, en suite; elevator apartment. Fifth floor, south.

12TH ST., 43 WEST.—Nicely furnished double room; running water; southern exposure; telephone; reference.

15TH ST., 252 WEST.—Newly furnished room, all conveniences; private house; telephone.

18TH, 26 WEST.—Furnished rooms, single and double; all conveniences; $2 up. Addieg Co.

43D ST., 117 WEST.—Exceptionally well furnished rooms, large and small; southern exposure; telephone; references.

44TH ST., 216 WEST.—Desirable, well-furnished large and small rooms; quiet, refined surroundings; references.

46TH ST., 28 WEST.—Bachelor apartments; also single rooms, with private baths, furnished or unfurnished.

48TH ST., 134 WEST.—Large room and bath; for gentleman; private house.

49TH STREET, 122 WEST.
Beautiful furnished room; running water; $7.00 per week, with private bath $11.00. Hotel Bristol.

49TH ST., 126 WEST.—Single or suite of two rooms; private family; all conveniences. Call after 3:30 P. M. Silva.

58TH ST., 314 WEST.—Large, airy room, suitable for two; bath, telephone; new management.

64TH ST., 119 WEST.—Unusually pleasant room; attractively furnished; improvements; low rental until September.

68TH, 38 WEST.—Rooms for gentlemen; absolutely clean; daintily furnished; private house; electric lights, telephone, private baths; every modern convenience; exceptional service; breakfast if desired; highest references only.

68TH ST., 62 WEST.—Well-furnished, large, back parlor; private bath; near Central Park; telephone.

70TH ST., 108 WEST.—Large front room; private bath; not the cheapest, but the best.

71ST ST., 351 WEST.—Private house; large rooms or suite; private bath; gentlemen, couple; telephone.

FURNISHED ROOMS
15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

76TH ST., 180 WEST.—Large front room, second floor; private bath, electric lights, telephone; references.

80TH ST., 132 WEST.—Private house; large second-floor front; furnishings entirely new; moderate; references.

81ST ST., 108 WEST.—Newly furnished large and small rooms; private house; Subway, "L"; reference.

82D ST., 8 WEST.—Airy rooms; refined surroundings; overlooking Central Park; absolute cleanliness; reduced rates.

82D, 119 WEST.—Large, sunny rooms, suitable physician; electrical installation; telephone; baths. Inquire mornings.

82D ST., 130 WEST.—Well-furnished, cool, large and small rooms; with bath; dressing rooms.

82D, 148 WEST.—Large front room, dressing room; running water; also single; references; telephone.

84TH ST., 111 WEST.—Exceptionally desirable large and small rooms; every convenience; very moderate. Anderson.

88TH ST., WEST END AV., 570.—In private house, beautifully furnished rooms; dressing room and bath; terms moderate; 'phone 7996—River.

88TH ST., 265 WEST.—Large, comfortably furnished room, running water; refined surroundings; private house; Subway.

91ST, 15 WEST, Near Park.—Nice, airy rooms, comfortably furnished; ample closets; elevator, electric lights, telephone; "L," Subway; $3-$7. Brown.

91ST, 31 WEST.—Large, well-furnished room; running water; also small room; Summer rates.

92D, 100 WEST.—Parlor bedroom, bath; one flight; private hall; Summer rates; references. Wyatt.

94TH ST., 205 WEST.—Three nicely furnished, airy rooms, suitable two; 'phone; elevator; moderate. Sander.

112TH ST., 504 WEST.—Large, small, independent front rooms; elevator, telephone; shower; cool; refined. Cooke.

115TH ST., 620 WEST.—Large, choice room, facing Riverside; elevator apartment; private family. Reno.

118TH ST., 419, (Morningside Heights.)—Attractive, cool front rooms, suite and single; elevator, parks; Subway one block. Inquire fifth, front.

121ST ST., 231 WEST.—Front room, southern exposure, one flight; homelike. Telephone 4368—Morningside. Gotthold.

121ST ST., 203 WEST.—Large back parlor; also smaller room; reasonable; private house; telephone.

121ST ST., 417 WEST.—Light, airy, clean; independent; bath, hot water; fine location; $3. Hudson.

124TH ST., 17 WEST.—Attractive large, small rooms, facing Park; all home comforts; near Subway.

138TH ST., 628 WEST.—Neatly furnished room; running water; private house; bath, shower; Subway; reasonable.

149TH ST., 548 WEST.—Delightful Summer location; attractive rooms; refined home; private house; Broadway Subway.

ADVERTISER owning one of the most elegantly appointed homes in the city, will rent second floor—parlor, bedroom, bath—single en suite, $50-$75 monthly; breakfast; applicant overparticular; answer; near Majestic Hotel. W 129 Times Downtown.

ATTRACTIVE, large rooms, telephone; kitchen privileges; $3-$5. Berkshire Apartments, (125th, Eighth Av.) Bentley.

CLAREMONT AV., 180, Apartment 35.—Attractively furnished rooms, overlooking Grant's Tomb; elevator apartment; telephone; near Subway; breakfast optional; reasonable; gentlemen.

ROOMS in clean private house; private bath, twin beds; breakfast; permanent gentlemen. 322 River.

ST. NICHOLAS AV., 343, (127th.)—Handsomely furnished suites; four, five rooms; elevator, telephone, electricity; silver, linen; lowest Summer rate; $8.50 weekly upward; furnished room, bath, kitchen, $3-$6.

TO SUBLET for three months in Hotel Majestic, 72d St., West, elegantly furnished room, facing Central Park. Box L 125 Times.

East Side.

28TH ST., 16 EAST.—Bachelor quarters; showers, needle baths, plunge; $5 up; transients accommodated.

43D ST., 13 EAST.—Large, attractive room; private bath; also small room.

76TH ST., 32 EAST.—Attractive rooms, ideal Summer location; board optional; Summer rates.

93D ST., 64 EAST.—(Small family, two adults;) large, cheerful, and comfortable room; gentlemen; quiet, homelike surroundings; references. Burns, or 2,813 Lenox.

130TH ST., 6 EAST.—Large front room, neatly furnished; private family; suitable two gentlemen.

IRVING PLACE, 71.—Desirable large and small rooms; private baths; breakfast optional; telephone; references.

IRVING PLACE, 14.—Front rooms; tiled bathrooms; box spring beds; absolute cleanliness; corner building.

Brooklyn.

A NEW ENGLAND WOMAN
has newly renovated rooms, overlooking water, for gentlemen, with and without private bath; convenient Wall St. Subway and Bridge; popular prices. 3 Montague Terrace, Heights.

BUSINESS OPPORTUNITIES
30c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

Business opportunity for some young, ambitious man who wishes to engage in business in an up-to-date borough of 4,000 inhabitants; after thirty years' dealing in sporting goods, smokers' supplies, books, musical instruments, novelties of every description, I am compelled on account of health to sell my business. For information address W. W. Christine, Washington, N. J.

I own a large irrigation system at Colorado Springs; am all alone; want a man to buy an interest and take an active part in the management and development; big money maker; references given and required; if interested write W. C. Johnston, 519 Exchange Bank Block, Colorado Springs, Col.

Fine hotel in Rockville Centre, near depot, to let under reasonable terms, as well family liquor store in New Brooklyn. Inquire Wm. Ulmer Brewery, 31 Belvidere Street, Brooklyn.

Salesman wanted, experienced in clothing business, capable of managing outside affairs, to go into partnership; reasonable investment. L 25 Times.

Patent match box; money maker; manufactured cheaply; four claims. Vogelman, 76 Cooper St., Brooklyn.

BUSINESS NOTICES
30c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

Money back on Bad Investments. Unimportant how worthless considered. For particulars give name, address, amount investment, &c. No charges. Responsible, Box 110 Times Downtown.

Bills discounted; merchants and manufacturers financed; business investigations with guaranteed reports. Mercantile Advancer, 320 5th Av., Room 213.

UNFURNISHED APARTMENTS WANTED.

Wanted—Housekeeping apartment of seven or eight outside rooms, fireproof building, between 75th and 116th Sts., west of Broadway—West End Av. preferred. Reply at once, Box J 150 Times.

CITY HOUSES TO LET—FURNISHED.

Brooklyn.

I have a choice house for rent, fully furnished, June 15 to October 15; Argyle Road, between Beverly and Cortelyou Roads, Flatbush; very reasonable to right party. H. M. Eppes, 185 Montague St., Brooklyn.

APARTMENTS TO LET—Furnished.

44TH ST., 234 WEST.—Eight rooms, completely furnished; piano; seventh floor; elevator; cheap until October.

510 Park Av., to a gentleman from June to October, furnished apartment, two rooms and bath; all light rooms; southern exposure.

Cheerful elevator apartment, 5 large rooms, July and August; West 106th St.; reference. M 46 Times.

Finely furnished six-room apartment to sublet for about four months. Apply 345 West 70th St.

To sublet for Summer, in West 84th St., near Central Park, eight light, large, cool rooms; references required. M 75 Times.

HUSBAND MURDERS HIS WIFE AND BABY

Isidore Neuman Shoots Them Down in His Father's Flat Before His Brother.

THEN ASKS FOR CIGARETTE

"I Did It for Revenge," He Tells the Police, "and I Would Do It Again"—Had Quarreled with Wife.

Isidore Neuman, a salesman living at 117 East Eighty-second Street, went with his young wife, Blanche, and their 19-months-old baby, Herman, for a stroll in Central Park yesterday afternoon. When he got back home at supper time he went into a bedroom, and before his brother, Solomon, who was in the room, could stop him, fired two bullets into the baby's head, and then, turning on his wife, fired the remaining three bullets into her head. Mother and child were killed instantly. Solomon Neuman grappled with the slayer and held him until the police arrived.

Neuman is locked up in the East Eighty-eighth Street Police Station, and a more don't-care sort of prisoner, Capt. Martens said last night, had never occupied a cell there. The prisoner, said the Captain, was not only non-communicative but appeared to be very sleepy. When Lieut. Cooney asked him why he had shot his wife and baby he calmly replied that he did it for revenge and that the only reason he did not commit suicide was because he had no bullets left.

When Coroner Holtzhauser, who took charge of the case, got to the station Neuman appeared to pretend that he did not know what he had done. The Coroner asked him numerous questions, but only one or two did he answer. He would not admit the killing, neither would he deny it, although his brother Solomon was in the station and freely stated all that he knew about the tragedy.

The Neumans are said to be a well-to-do family, long identified with the butchers' trade, and the father, Nathan Neuman, who is retired from business, is said to own much real estate in that part of the city where the family lives.

This is the story of the killing, as told to the police by Solomon Neuman and others who were questioned last night: Isidore married Blanche Solberg, daughter of an Eighth Avenue butcher, about five years ago. She was then 16 years old. For three years they lived happily in a little flat in Thirty-eighth Street. There their baby was born.

Husband Hears Ugly Rumors.

All went well, so far as the family knew, until about six months ago. Then rumors are said to have reached Isidore that another man had supplanted him in the affections of his wife. At any rate the wife, the husband's family states, left him just before Christmas and went to Washington. She left the baby at home, and one of Isidore's women relatives took care of him.

All the time Isidore was trying to locate his wife. Finally, through one of her relatives, he learned that she was in Washington, and getting her address there he went after her. He found her employed, as maid, the Neumans say, in the family of Congressman Weeks of Massachusetts. The husband pleaded with the wife and they agreed to make up and she came back to New York with him. He took her to his father's home in Eighty-second Street, and the old man welcomed both of them.

That was nearly two months ago, and until yesterday there were no outward signs that the relations of husband and wife were not pleasant. Isidore had a good job in Jersey City and he was early to work and always got home in time for supper.

Yesterday he asked his wife if she would like to go to the Park and see the animals. She said she would, and with the baby they left the Neuman flat about 4 o'clock. They were gone just two hours, for Solomon Neuman remembered afterward that he looked at the clock when they came home and he said it was 6:06.

The young wife looked frightened as she entered the house, and turning to one of the brothers remarked:

"Izzy says he is going to load the pistol."

But no one thought Isidore was in earnest about doing such a thing and little attention was paid to the remark.

Husband and wife and baby went into their room and Solomon went with them. Mrs. Neuman lay down on the bed with the baby and the baby began to cry.

"Let me have the kid, maybe I can quiet him," Solomon said, and he picked the boy up.

"Drop that kid!" Isidore shouted, and he jumped up out of his chair.

There was an ugly gleam in his brother's eye, Solomon said, and he dropped the baby back on the bed.

Fires Twice at the Baby.

The baby began to cry again, and then the father, his face flushed and his eyes glaring, pulled a revolver out of his pocket, caught the little fellow, and, placing the muzzle at his head, fired two shots in rapid succession before Solomon Neuman could grab him. Both bullets entered the brain.

Mrs. Neuman began to scream, but she, too, was cut short quick, and, before Solomon could do anything, the husband turned on her and fired the remaining three bullets into her head. She dropped beside her dead baby.

"Izzy, what have you done? What have you done?" shouted Solomon, and he grappled with his brother. They rolled all over the floor, and finally Solomon got the better of Isidore and held him down. Nathan Neuman, the father; Mrs. Jennie Neuman, the old mother, and one of the younger brothers rushed into the room. The aged man tottered back and his wife fainted. The young boy ran screaming from the room.

Policeman Shields was on post near by and heard the shots. So did Sergt. Leidner. They hurried up the two flights leading to the Neuman flat. They found Isidore Neuman seated in an armchair and Solomon standing by. Solomon said he had let him up when he begged him to and had assured him that he had no more bullets. The murderer was asking his brother for a cigarette as the police entered.

The young doctor from the Presbyterian Hospital who was called looked at the bodies and said it was no case for him as both had died instantly. Then the police took the prisoner to the station and asked Solomon to come along, too. At the station house Capt. Martens said the prisoner remarked when arraigned:

"I did it for revenge, and I would do it again if necessary."

Then the Coroner came, and Isidore shut up so far as talking was concerned. Assistant District Attorney Turnbull also appeared, and still the prisoner refused to talk. Solomon told all he knew, and was temporarily held as a witness, but the Coroner said there was no reason to keep him long, as he was certain that he would not be hard to find when it is necessary to get his testimony at the trial.

Isidore Neuman will be arraigned in the Yorkville Court this morning. The bodies of the murdered wife and baby were taken to the Morgue.

YESTERDAY'S FIRES.

A. M. — Loss.
12:15—328 East 11th St.; S. Dordonen.......$50
1:50—321 East 11th St.; L. Duppa.......$50
2:15—196 and 198 Lewis St.; F. A. Honertemp.......$2,500
2:30—2,253 2d Av.; R. Eckhan.......Trifling
2:30—228 West 58th St.; Mr. Bage.......Trifling
3:00—507 West 52d St.; unknown.......$50
3:30—142 East 42d St.; H. Eisenberg..Trifling
4:30—15 and 17 Doyers St.; Wing Fing Low & Co.......$5,000
7:25—343 East 23d St.; Eisenberg & Schlessinger.......Trifling
8:50—261 Elizabeth St.; H. Posensky.......$150
9:55—15 Oak St.; N. Fredencks.......Trifling
P. M.
12:20—16 Liberty St.; Mutual Life Insurance Company.......Trifling
1:40—359 Madison St.; C. Macurer.......$10
1:45—507 West 125th St.; F. Schmidt.......$25
1:50—27 West 136th St.; B. Friedgood.......$500
4:00—35 1st St.; J. Schmidt.......$25
4:00—871 Intervale Av.; M. Blackman.Trifling
6:00—190 Elizabeth St.; M. Mangano.......$300
6:30—342 East 32d St.; L. Belenvero.......$25
8:05—2,341 2d Av.; Simon Slonov.......Trifling
8:50—212 to 216 East 122d St.; Mr. Dagle.......$1,000
8:50—5 Horatio St.; F. Sellhauer.......$5
8:50—547 West 26th St.; Catharine O'Hara.......Trifling
9:10—330 East 18th St.; M. Zimmerman.......$50
10:35—8th Av. and 23d St.; F. McCann..Trifling

DEATH PUZZLES POLICE.

Truckman Brought Home Intoxicated, but Marks of Violence Were Found.

Detectives from the Brooklyn Bureau and Capt. Creamer of the Flatbush Police Station and his men worked all last night on the case of James Malloy, a truckman, who died at his home, 321 Clarkson Street, Brooklyn, under circumstances regarded as strange. He was brought home about 3 o'clock yesterday morning by an unknown Italian, whose identity was not learned, in an intoxicated condition. About 2 o'clock in the afternoon he was pronounced dead by Dr. John Zabriskie of 2,103 Church Avenue.

Thomas Malloy, his brother, told the police that he went to the front door early yesterday morning to let his brother in. An Italian accompanied him, but Thomas did not know him. The stranger left after the door was opened. According to what the police learned, Thomas left his brother in the hall after he opened the door and went upstairs. About eight o'clock he came down stairs and found him lying on the floor of the hall apparently in an intoxicated stupor and carried him up stairs to his room. Shortly before two o'clock in the afternoon, when Thomas thought his brother had slept off the effects of his stupor, he went to his room with a drink for him. James was lying dead on the bed.

Dr. Zabriskie found marks of violence on his breast and head. His head was bruised behind the left ear and he had a scalp wound on the right side of his head. The police think it is possible that he might have received these injuries by falling in the street, but they are following the theory that he might have been attacked by a gang in the neighborhood of one of the saloons in "Pigtown."

RENO DIVORCE PLAY STAGED.

Witnessed by Members of the Colony at a Special Performance.

Special to The New York Times.

RENO, Nev., May 29.—For the first time since the activity of the divorce business in this State became so marked as to direct the attention of the entire country to this city the question of divorce seeking has been made the theme of a stage production.

"The Reno Divorce Mill" was presented yesterday afternoon under the auspices of the Twentieth Century Club at the Majestic Theatre. Miss Leslie Curtis of New York, a member of Virginia Harned's company, is the author of this playlet. The affair was a social event, the theatre being filled with a fashionable audience, of which the divorce colony formed a conspicuous part.

Miss Curtis appeared as the wife of a prominent New York man, a Swede, an Irishman, and an Indian squaw, each desiring a divorce. Each came to the lawyer's office.

Two other characters, the lawyer and the stenographer, were played by Harold Hale and Miss Ruth Hampton.

The lawyer and typewriter, between intervals, fell in love with each other, and when about to plan for the wedding, each admitted being in Reno for a divorce.

OIL ON ROADS KILLS LAWNS.

Mr. Miller Says Automobiles Scatter Deadly Dust, Killing Foliage Also.

Spencer Miller, who carried the war against the mosquito to South Orange, N. J., says that it will not be very long before the municipalities of the United States which have been using oil to lay the dust on rural highways will wish they had never done it. Mr. Miller told the members of the New England Society of Orange that Europe has discovered the mistake. He says that the oil kills the lawns and foliage along the sides of the highways where it has been used.

"When we begin to see the hedges and the shrubbery withering under our eyes, then we will see the mistake we have been making," said Mr. Miller. "In Europe the evil effects of using the oil are already sadly apparent. The oil-laden dust is picked up by the automobiles and scattered to the foliage and lawns, which it will certainly kill."

PASSED BY COSTLY LOOT.

Burglars Carried Off Old Clothing and Left Silverware Untouched.

ORANGE, N. J., May 29.—A strange burglary took place here last night, when the home of Joseph Morehouse, at 141 Lincoln Avenue, was entered. The intruders passed over hundreds of dollars worth of silverware in the dining room and ascended to the sleeping rooms, where they gathered up a quantity of woman's old apparel worth $2, and ancient silver watch worth 50 cents, and the naturalization papers of Mr. Morehouse's grandfather.

The woman's clothing was taken from a bedroom occupied by Mrs. Eva Blakeslee, daughter of Mr. Morehouse, who told the police that it was all out of style.

The watch had been in the family for a century, and had not been wound for twenty-five years.

New Catholic Church for Asbury Park.

ASBURY PARK, N. J., May 29.—Vicar-General Mgr. John H. Fox of Trenton this afternoon laid the corner stone of the new Catholic Church of the Holy Spirit, at Second Avenue and Bond street this city. He was assisted by Mgr. O'Grady, of New Brunswick and Mgr. Kinlits, of Freehold and many priests.

The church will occupy the whole block facing Bond Street between Second and Third avenues and will be completed in a year at a cost of $90,000.

IN NEW JERSEY.

In Jersey City the Rev. Frederick Brezenski, successor to the Rev. R. A. Hafer, was installed as pastor of St. Trinitatis German Evangelical Lutheran Church in Bowers Street, yesterday afternoon. Two thousand persons attended. The Rev. N. T. Grommisch, President of the German Conference, performed the installation. Former pastor Hafer, who has not been friendly with the Rev. Mr. Brezinski, was not present. He declined to be made pastor emeritus, and fearing that he would score his former congregation he was not invited to talk by the new pastor. The latter says that continual scolding by Pastor Hafer lost many good church members.

In Jersey City the parishioners of St. Lucy's Roman Catholic Church, Grove and Fifteenth Streets, attended yesterday exercises that mark the opening of two silver jubilee celebrations. St. Lucy's Church has been established twenty-five years, and the Rev. Father Edward A. Kelly has been a priest for a quarter of a century.

In Jersey City William Reason of 138 Boyd Avenue was attacked by a bulldog at Harrison and West Side Avenues yesterday and bitten in the right leg. He was removed to the City Hospital.

The new $80,000 Mount Carmel Polish Catholic Church on East Twenty-second Street, Bayonne, will be dedicated this morning by Bishop Paul Rhoder of Chicago in place of Bishop John J. O'Connor of the Newark Diocese, who is in Rome.

Mayor Henry V. Crawford and other Montclair officials will attend to-day the formal opening of the new Commonwealth Athletic Field, which has been established through the efforts of the Commonwealth Club of Upper Montclair. The field has a baseball diamond, grand stand, tennis courts, and 200 lockers for the players. The field will be opened with a baseball game between the Madison Athletic Club of Madison, N. J., and the Commonwealth Club team in the afternoon. In the morning a game between the Commonwealth team and the Armory Athletic Club of Newark will be played.

In Montclair a movement to make Bloomfield Avenue a "Great White Way" has received a setback from the town officials. One merchant placed an electrically illuminated boot in front of his place of business. This raised a kick from a rival, who had been refused permission to put out an overhead sign. Chairman Henry E. Wrensch, Jr., of the Police Committee, favored permitting all merchants to establish electrical signs, as it would give better light on the street, but other officials have adopted a different attitude and the offending boot will be ordered removed.

In Montclair the Montclair Chapter of the New Jersey Society of the Sons of the American Revolution yesterday afternoon conducted memorial exercises in the First Congregational Church. Among the flags displayed was the "traveling banner," which is given each year to the State society that brings the largest number of new members, and which was won this year by the New Jersey Society. To-day the Grand Army of the Republic, the Sons of Veterans, the Woman's Relief Corps, and the Woman's Auxiliary will visit the cemeteries and decorate soldiers' graves.

In Trenton the Hotel Sterling, at one time the State Executive Mansion, would have been destroyed by fire early yesterday morning but for the vigilance of a policeman who saw a light in the hotel cellar and found William Brown, an employe, standing near a pile of burning waste. Brown said he was looking for a lost article, but he did not account for a lot of oil sprinkled about the floor.

SHOOTS WIFE DEAD, THEN HER PRIEST

P. J. Gibbon, South St. Paul Stock Buyer, Then Surrenders Himself to the Police.

DECLARES HE HAD CAUSE

Will Tell No More—Had Just Taken His Wife, from Whom He Was Separated, for a Drive.

ST. PAUL, Minn., May 29.—P. J. Gibbon, a well-known business man of South St. Paul, shot and instantly killed his wife after spending the afternoon driving with her, and then going to the house of Father Walsh, priest of the Church of St. Augustine, shot the priest, a man thirty-nine years old, through the head and through the body. Both of his victims are dead. The slayer has so far refused to make any statement other than to declare that his act was justified. He walked eight blocks to the police station and surrendered himself.

As soon as it was known that Father Walsh had been killed large numbers of foreigners who work in the packing houses, gathered about the police station and Chief of Police McCormick quickly collected a posse to protect his prisoner. The crowds were soon scattered, however, and no further trouble is expected.

Gibbon and his wife had not lived together for more than a year. They had eight children, who resided with their mother. Gibbon called to see them every two weeks and spent the afternoon playing with them. To-day he called early at his wife's home with a carriage, and the neighbors saw her come out of the house and drive away with him. They were gone all of the afternoon, returning to the house about 6 o'clock.

Gibbon walked with his wife into the house, after tying the horse, and the neighbors heard one shot. Then Gibbon was seen to run from the house and up the road one block to the house of Father Walsh. He ran into the living room, drew his weapon, and shouted something to the priest, who rose to face his assailant. Then Gibbon, who is a powerful man, held the priest, placed the pistol to his head, and shot him, putting another bullet into the man's hip while he still held the body. The priest dead, Gibbon walked out on the porch for a moment, then passed out a back way unmolested, to the Central Police Station, where he gave up his revolver.

"I had reason for shooting the priest and my wife," said he to Chief McCormick immediately following his arrest, but would make no further comment on his act.

The attendants at the priest's house refuse to reveal what Gibbon shouted into the ear of Father Walsh. Neighbors say Father Walsh was a frequent visitor at the home of Mrs. Gibbon, who was his parishioner. Gibbon was a stock buyer in the South St. Paul stock-yards, has been a resident there for fifteen years, and was so highly respected that the enraged foreigners, when they learned who the prisoner was, were easily persuaded to cease their threats against the slayer of their priest.

HARVARD NOT CONFIDENT.

Question Whether Lighter Crew Would Not Do Better Against Cornell.

Special to The New York Times.

CAMBRIDGE, Mass., May 28.—Both the Harvard and Cornell crews are fit to row the race of their lives Monday on the Charles River. The university eights will line up at the starting point at 4 o'clock, while the freshmen of each college will start their argument a few minutes earlier. The race between the youngsters should be closely contested as both have been trained for the distance at which they will row. On the other hand the Harvard 'Varsity has been trained for the four-mile course, the distance which they will row against Yale next June. Their chances against the Ithacans seem dubious. Coach Wray has picked heavy men for his 'Varsity crew, oarsmen who can stand the hard, grueling strain of the four-mile pull, and it is a question whether lighter men could not row faster the mile and seven-eighths course, scheduled for Monday. Balch at No. 8 still shows slowness in getting in at the catch, while his mate, Sargent, at No. 2 is still unsteady at his inboard work. On the whole the crew has shown a steady improvement since Withington shook off the lure of the gridiron and resumed his duties at No. 4.

The finish, which has been a paramount weakness in Harvard's oarsmanship, is almost done away with. The men formerly cut short the swing and did not get their blades out clean and were lamentably slow on the first part of their recovery. Stroke Cutler has risen to the emergency and is getting every ounce of available work out of his men. He has shown much ability to maintain a long stroke.

The Cornell crews, with Coach Charles Courtney and Rigger John Hoyle, are quartered at the Hotel Victoria. The men are husky looking athletes, and their rowing on the Charles River shows them to be typical Ithacan crews. The visitors feel that Harvard has a faster crew than last year, but declare their own oarsmen are also faster than last Spring. Neither Coach Courtney nor Wray will say anything on their chance of victory.

A. L. A. M. DROPS BRANCH.

Society of Auto Engineers Will Take Up New Work.

Owing to the magnitude of the fast-growing automobile industry, it has become necessary to turn over the engineering work lately carried on by the mechanical branch of the Association of Licensed Automobile Manufacturers to the Society of Automobile Engineers, which as a result will broaden its activities in its relations with the motor car industry.

In no other industry has there been such a tremendous development in such an incredibly short space of time. No other industry has given us such an unparalleled economic value or has appealed so much to the element of personal interest upon the part of the average man. Methods long in use in the manufacturing arts have been revolutionized and new ones have been created to meet the demands of this wonderful age of mechanical transportation. If in other great industries of the world concerted work upon the part of engineers has been found necessary, then it is of vital importance that the motor car engineers work hand in hand in the solution of those problems which fundamentally affect the future development of the automobile business.

The work of the A. L. A. M. mechanical branch was discontinued primarily for legal reasons having to do with the basic organization of what has now become the preponderating sales element in the automobile industry of America. At the last meeting of the Board of Managers of the Licensed Association formal action was unanimously taken transferring to the Society of Automobile Engineers the data, records, and good-will of the mechanical branch. The society will continue the periodical publication of the specifications upon materials prepared by Henry Souther, and will carry on in a broader way much of the work begun by the mechanical branch. This action upon the part of the association is a short cut, which will very materially favor the progress of the society's work in the simplification and solution of many of those difficulties which require concerted action upon the part of motor car engineers.

ONE SNAKE HUNTER BITTEN.

Schaghticoke Rattlesnake Club Holds Drive and Bags Twenty Snakes.

Special to The New York Times.

BRIDGEPORT, Conn., May 29.—The Schaghticoke Rattlesnake Club had to-day the most successful snake drive in its history and returned from the rattle snake den at South Kent this morning with a bag containing a score of the reptiles, and got only one bite. Andrew V. Barber, a Bridgeport newspaper artist, got the bite. Mr. Barber was exhibiting one of the biggest captures of the day, a fat three-foot rattler, the veteran of many a hunt as his eight rattles indicated. The snake was on the ground and after he had been put through his paces, Barber made a motion to pick him up. The snake however, made a motion at the same time, an infinitely quicker motion—and Barber jumped back with two little blood spots on his right hand, where the fangs had penetrated.

The artist, who is a veteran rattlesnake hunter, coolly took out his knife and cut into the wound and then sucked out the venom. Permanganate of potash was next rubbed into the cut and tourniquets were applied above the wound. In that way the poison was confined and neutralized and Barber experienced no bad results.

Richard Howell, the secretary, led the club to the grave of Jim Panharris, last full-blooded chief of the Schaghticokes, and therefore the genuine last of the Mohicans, of which tribe the Schaghticokes are a branch. The chief died a few months ago. He was one of the original members of the club, and as a mark of respect a wreath was placed at his headstone and Curator Barber spoke a eulogy over his grave.

Of the party of forty which attended the hunt less than half volunteered to go into the rattlesnake den on the side of Schaghticoke Mountain. The hunters, armed with forked sticks, remained in the den an hour, and in that time succeeded in capturing twenty snakes, which were thrown into a couple of burlap bags. A feast of roast sheep and "Sagwa," the official drink of the Rattlesnake Club, followed, and the members returned to Bridgeport by special train and placed their capture on exhibition.

The Schaghticoke Rattlesnake Club is composed largely of newspaper men, and its annual snake drive at the Schaghticoke Indian reservation in South Kent has come to be regarded as an institution.

STRUCK CHAUFFEUR DOWN.

Car Ditched When Unknown Passenger Laid Driver Out with a Club.

PATERSON, N. J., May 29.—The local police are puzzled over an assault on William Braisted, a chauffeur of 166 West Eighty-third Street, New York, near the Broadway bridge spanning the Passaic River, last night. Braisted is employed by William Veille, a garage proprietor of 211 West Eighty-second Street, New York.

Braisted was struck on the back of the head with a club, the kind used by policemen doing day duty. A deep gash was opened up in the back of his head. The club and a pair of brown gloves worn by Braisted's assailant are in the possession of the police.

Augustus J. Miller, a young man of Paterson, was fishing in the Passaic River when he heard cries of "Murder!" "Police!" Miller followed the cries to a near-by house, where he found Braisted sitting in a chair outside with a deep wound in the back of his head.

Braisted said that he had started from the Veille garage at 7:15 with a man about 35 years of age, about five feet six inches in height, wearing light clothes, a brown soft hat, low cut tan shoes, and eyeglasses. Through Hackensack his passenger ordered him to stop at a number of drug stores.

Braisted told Miller that he had been hit over the head with a club while driving the man along, and he said his machine was lying in a ditch, where it ran after the assault. Miller went out and found the car. He also picked up the club and a pair of brown gloves which he found in the rear seat.

The Paterson police communicated with the New York authorities, giving a description of the man Braisted describes. A general alarm was also sent out to officers in this section.

A. C. A. GETS CONTEST.

Trade Members Turn Over Motor Truck Reliability Event.

With the announced intention of the Automobile Club of America to organize a motor truck reliability contest in the Fall, the members of the trade, who had endeavored to arrange such a competition for the early Summer, have withdrawn from the field and turned the fruits of their labors over to the premier organization. Entries of three different makes of American gasoline trucks have been assured for the proposed event in June or July, and it is believed that these will remain good for a Fall contest. These certainties were the Reliance, Rapid, and Randolph trucks. Several foreign-built vehicles also have been promised for the event.

A. B. Cordner, who was interested in the Rapid entry, and W. Irvine Fickling, who had taken charge of the preliminary arrangements, both expressed much satisfaction at the decision of the Automobile Club to take the proposed contest off their hands, and declared their willingness to give the club any assistance in their power toward the formulation of rules that will make the competition a real test of value to the industry.

NEW RULE HELPS WORCESTER

Amateurs Will Enter with Professionals in Dead Horse Hill Climb.

The new ruling this year allowing amateurs to enter in events with professionals, as well as amateur events, is creating a great deal of interest in New England, particularly in connection with Dead Horse Hill climb. The committee is assured now of a great number of entries from amateurs, who will compete in another class. The committee feels that this interest is so keen that it wishes to encourage it, and has decided to offer a cup in the professional event, where two or more amateurs enter, to be awarded to the winner. Other entries are coming in in good shape, and it looks as though there would be a larger variety of cars entered in the hill climb this year than in other events we have had.

The interest increases in Event No. 17 for commercial vehicles, but inasmuch as the Contest Board of the A. A. A. had not yet made out any classification for commercial trucks in a hill climb the committee is acting on suggestions and it looks now as though the best way to handle this event is to make it an exhibition event, giving each contestant an official certificate of the time made by his car on the hill.

Having received one entry in electric, the interest of the Worcester people is aroused, and many people who are interested in this type of automobile will be anxious to watch results. Motor cyclists are taking up the question of their entries, and with the new list that was mailed last week, giving four entries, it is expected that there will be a very large number of entries in this class. Stanley Kellogg of New York will be referee for the motor cycle events.

SWEDISH SINGERS GIVE LAST CONCERT

Big Crowd in Carnegie Hall Receives Numbers with Great Enthusiasm.

600 VOICES IN ONE CHORUS

Visiting Societies Will Tour the City in Autos—Election To-Morrow, Then a Trip to Coney Island.

Carnegie Hall was filled last night for the second and last concert of the festival of the American Union of Swedish Singers. Not only were all the seats filled on the three floors and in the boxes, but every inch of standing room was taken. After the concert was under way it was almost impossible to move about.

In spite of the crowding and the heat the audience was good natured and thoroughly enjoyed the concert. All the numbers were applauded and frequently the performers had to give extra numbers to satisfy the audience.

On the platform was a mass of men in black coats, wearing the white caps of the society.

Last night the chorus of 600 voices, under the direction of Arvid Akerlind, was heard in Josephsson's "Värt Land," Lindblad's "Battle Hymn," the Soldier's Chorus from "Faust," Grieg's "Landkjending," and "America."

The soloists included John Forsell, who aroused great enthusiasm by his interpretation of an air from "Il Barbiere di Siviglia," three Swedish song, and the solo parts in Grieg's "Landkjending" and "Thou Ancient, thou Glorious, thou Fjell-Crowned North"; Miss May Corine, who sang the "Mad Scene" from "Lucia" and Swedish songs, and Miss Martina Johnstone, who played two movements from Ries's third suite for violin.

The societies which sang alone were the Svea of New York, which sang Schäffer's "Aftonen"; the Norden of Bridgeport, which sang Kreutzer's "Hvarthan Pa Nattlig, Dunkel Bana"; the Swedish Glee Club of Boston, which sang Stenhammar's "Norrland" and Bengtson's "Lummiga Lund"; the Arpi Male Chorus of Minneapolis, which sang Norén's "Inga Lill"; the Harmoni of Boston, which sang Olson's "Drömmar," and the Svithiod of Chicago, which sang Jahnke's "Sjömannen."

Nahan Franko conducted the orchestra through several numbers by Scandinavian composers, including Svendsen's "Coronation March." Afterward the band gave "The Beautiful Blue Danube" waltzes, Mr. Franko playing the violin after the manner of the Dance King himself. This interpolation was received with loud cheers.

Although no more concerts will be given the union has a busy day ahead of it to-day. The headquarters at the Teutonia Assembly Rooms, Sixteenth Street and Third Avenue, will be open at 9 o'clock. At 10 o'clock the singers make an automobile tour of the city, a photograph being taken at Grant's Tomb. The Ladies Society Thyra will entertain the singers' wives at luncheon. To-night a dinner will be given at 8 o'clock in the Flat Iron Building.

To-morrow the singers meet in convention to elect officers, and in the evening the festival will close with an excursion to Coney Island.

GARAGE OWNERS' SUCCESS.

Plan for Protection Meets with Unqualified Support.

The Garage Owners' Association of New York, recently organized for the improvement of the garage business in general, has met with remarkable success. In no other properly conducted business would credit of at least thirty days be allowed any customer without references and investigation, which if found unsatisfactory would result in either a refusal or curtailment of credit. Practically every garage in this city will accept at sight any automobile presented to them for storage or repairs, irrespective of the owner, and run an account averaging $50 to $100 per month, payable at the end of the month. It frequently happens that the automobile remains in the garage for one, perhaps two, months, when the owner decamps, leaving behind him an unpaid bill of from $100 to $200, which the garage owner must charge off.

The principal object of the new organization is to ascertain the financial responsibility of all persons seeking storage, supplies, and repairs in garages, and to report promptly to its members the past history of each individual in connection with such and other transactions, if unduly slow of payments or unnecessarily fault finding as to items.

In connection with the new organization is a bureau for collection of outstanding accounts, its representatives in their investigations for reports being in a position to make personal calls on delinquents of the various garages and obtain prompt remittances, or in case of necessity to sue on uncollectible accouts.

AMATEUR HILL CLIMB.

Five Events to Be Decided Near White Plains To-Morrow.

Preparations are now complete for the hill climb at White Plains to-day, which will mark the entry of the Amateur Automobile Contest Association into metropolitan racing circles. A dinner has been arranged for the participants in the evening at the Knollwood Country Club. At that time the road race, which the association proposes to hold as its chief event this season, will be discussed, and it is possible that the place and the date may then be determined. Some of the members favor the Riverhead (L. I.) course, but it is by no means certain that it will be selected. The Motor Parkway also has its advocates. July is the month preferred for the road race, as several members of the association intend to drive themselves in the Vanderbilt Cup contest in October. If a July date is not selected the competition will doubtless be in August.

The motor cycle race for Westchester patrolmen, which will precede the hill climb, will bring to the tape fifteen contestants, representing almost every section of the country. The competitors at the end of that event will lend their aid to the policing of the course, for which about forty members of the Westchester fire companies have volunteered their services.

HIS OWN KIDNAPPER.

George Hymanowitz Gets the Slipper on His Return.

"Now, you little rascal, go and get 'kidnapped' again, and you'll be welcomed home in the same glad manner," exclaimed the perspiring father of twelve-year-old George Hymanowitz of 458 Rockaway Avenue, Brownsville, last night as he released the yelling boy from across his knee and laid aside a well-used slipper.

"Just give him one more for me, please," requested Police Captain Isaac Frank of the Brownsville Station, who approved heartily of the operation that had just been finished.

"And one for me" and "A couple or more for me," chimed in Detectives Charles Lowe and Philip Hoerter.

"Gee! I feel like I sat on the comet," George later ruefully confided to a chum. "I won't sit down for a month."

George disappeared last Thursday afternoon. His parents searched frantically for him. The police took up the hunt on Friday when his mother rushed into the Brownsville Station and showed a postal card inscribed in pencil, saying:

> Send $500 at once to Saratoga lots or yure kid Gorge will Be cut up and Shooted in pieces and Kiled rite knowe.

Saratoga Park, Saratoga Avenue and Halsey Street, also known as Saratoga Lots, has been used for several days by a Wild West show. The police hunted the show grounds, but could not find George. Saturday night the show went away, and last night George came home. He stuck to his story that he had been kidnapped from in front of his home by men who lured him to a house in Canarsie. He offered to point out the house, and Sergt. Eugene Mojer, the detectives with Capt. Frank, went with him. At last the boy pointed out the house where he had been imprisoned. The police made their way in ready for any emergency, and bent on making an arrest. But it was the home of Police Lieut. O'Reilly of the Canarsie Station.

Then George owned up and he was taken home and handed over to his father. He admitted he had been at the show grounds ever since he disappeared, and that his chum "Timmy" had written the post card. They needed money.

TOURING IN EUROPE.

Capt. W. M. Lewis and Party Praise the French Roads.

Motoring from Paris to St. Jean de Maurienne, France, in two big Mitchell automobiles, Capt. William Mitchell Lewis and family and guests, caused an ex-Chicagoan, whom they found at Moulins, 547 kilometers out of the capital city, to spring a pun on his townspeople—"it's a second Lewis-Clarke expedition come to find a Pike's Peak or something like that in yonder Alps," he said.

Capt. Lewis is accompanied by Mrs. Lewis and their two children, Catherine and William Turner, 2d, and a Chicago automobile authority, Rene Petard of Paris holding the wheel and acting as pilot, while Frank X. Zirbes, one of the best-known road drivers in America, is driving the second car, in which are Mr. and Mrs. Arthur L. Clarke of New York and Mrs. S. Rothfeld of New York and her daughter, Miss Florrie Rothfeld. Patrick Halpin, an expert mechanician, picked up by the "Lewis-Clarke" expedition in Paris, acted as interpreter, speaking English like a Corkonian, French like a Parisian, and Italian like a Neapolitan.

"I could talk for weeks on the pleasures of the French roads," writes Capt. Lewis, "and the marked difference between the Parisians and the people of the provinces through which we are touring, the wealth of cathedrals, and the evidences of thrift among the peasantry. Gasoline is 64 cents a gallon in Paris—in the provinces it sells for 43 cents.

"Unquestionably if an American desires to become charmed with French history and scenery he should take the Chartres route to the Loire. Chateaudun Vendome and on to Vendome—chateaus and landscape pictures greet the tourist every minute. The Loire flows like a ribbon of silver through the country to Blois. On the second day we passed through Chambord, St. Die, St. Laurent, and Clevy, and at noon rolled into Orleans, where the celebration of the beatification of Jeanne d'Arc was in progress. Glen was in market-day clothes when we struck that place. Added interest was found in quaint Briare, Cosne, Pouges les Eaux, and Nevers. After leaving Moulins we got our first glimpse of the dim lines of the Alps. Through Palisse and Roanne the roads were over the finest undulating landscape I have ever seen.

"On to Lyons it was a constant succession of natural beauties. From Eschelles the silver streak of the Alps is inspiring. Nothing can adequately describe the picturesqueness of the hamlet country of Chambray and the approach to the foot of the Alps."

ENGLISH POLO POSTPONED.

Death of King Edward Stopped Play at All London Clubs.

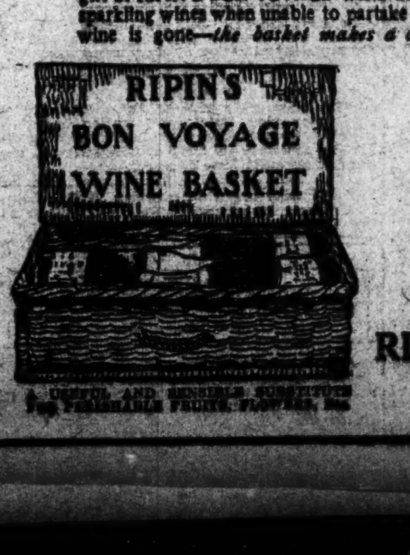
Very little polo playing has been indulged in by the members of clubs at London, England, this season, as the death of King Edward resulted in the calling of all matches off until after his funeral. It also interfered with the arrangements which were being made for the proposed English team with which Hurlingham expects to tackle Americans. Matches were expected with the old Cantabs, Roehampton, and the "Rest of England," but these were compelled to be postponed. Among one of the most important fixtures affected by the period of mourning was the contest for the Army Cup at Ranelagh.

King Edward was a patron of the Hurlingham Club. He took a warm interest in the game, and followed with close attention the visit of the American team to England last season, which resulted in the recapture of the International Cup by the Americans.

Queen Alexandra is known to be specially interested in polo, and on several occasions attended Aldershot Day at Ranelagh, where a few years ago she was a spectator at a woman's polo match. Such a game, however, did not appeal to the Queen, and the experiment has never been repeated.

ARE YOUR FRIENDS GOING ABROAD?

"Bon Voyage" means more than a salutation when accompanied by a gift of RIPIN'S BON VOYAGE WINE BASKET. Seasick persons relish sparkling wines when unable to partake of the lightest food. After the wine is gone—*the basket makes a convenient luggage carrier.*



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NEW YORK'S LEADING THEATRES
EMPIRE B'way&40th St. Evs. 8:20. Mats. Wed. & Sat., 2:15. LAST 6 NIGHTS—LAST 2 MATS. ALL STAR CAST in CASTE
GARRICK 35th St., nr. B'way. Eves. 8:30. Mats. Wed. & Sat., 2:15. "Rollicking comedy, well acted."—Herald. HENRY MILLER & COMPANY in HER HUSBAND'S WIFE.
HUDSON W. 44th St., nr. B'way. Evs. 8:15. Mat. To-day, Wed. & Sat. 2:15. EXTRA MATINEE TO-DAY. THE SPENDTHRIFT with EDMUND BREESE.
CRITERION B'way & 44th St. Evs. 8:20. Mat. Sat. Only at 2:15. FRANCIS WILSON THE BACHELOR'S BABY.
KNICKERBOCKER B'way, 38 St. Evs. at 8:15. Mats. Wed. & Sat., 2. SEASON'S MUSICAL COMEDY TRIUMPH. THE FANTASTICAL MUSICAL COMEDY. THE ARCADIANS
CHARLES DILLINGHAM'S GLOBE B'way & 46th Last Week Evs. 8:15. Mat. To-day & Sat. Montgomery and Stone in THE OLD TOWN.
NEW YORK B'way & 45th St. Evs. 8:15. Mats. Wed. & Sat., 2:15. BEGINNING TO-NIGHT, 8:15. SUMMER PRICES—BEST SEATS $1. THE MERRY WHIRL with JAS. C. MORTON & F. F. MOORE
GAIETY B'WAY & 46TH ST. EVES 8:15 MAT WED & SAT 2:15 FORTUNE HUNTER WITH JOHN BARRYMORE
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DALY'S B'way & 30th. Evenings 8:20. Mats. To-day, Wed. & Sat. 2:20. Last Week Here. Next Week Lyric Theat. DE WOLF HOPPER in A Matinee Idol. With Louise Dresser.
LYRIC 42d, West of B'way. Evs. 8:15. Mats. To-day, Wed., Sat. 2:15. All-Star Cast. JIM THE PENMAN Last Week. Next Monday DeWolf Hopper A Matinee Idol. 50th Perf. and SOUVENIRS.
Lew Fields' Herald Sq. B'way, 35th St. Evs. 8:15. Mats. To-day, Wed. & Sat. MARIE DRESSLER Tillie's Nightmare. This Wed. Mat. best seats $1. Women only admitted.
HACKETT 42d, West of B'way. Evs. 8:15. Last Week THE CITY Mats. To-day, Thurs., Sat.
ACADEMY OF MUSIC. Prices 25c. to $1.00. Last 7 times. —Farewell Appearance of— ROSE STAHL in The Chorus Lady. Special Matinee TO-DAY. Bargain Mat. Wed. 25-50. No Mat. Sat. NEXT MONDAY NIGHT One performance only BENEFIT OF ACTORS' FUND SOTHERN-MARLOWE in HAMLET. Seats ($2 to 25c.) now selling.
ASTOR B'way, 45th St. Ev. 8:15. Mats. To-day & Wed. 2:15. Wed. Mat. 50c.-$1.50. EXTRA MATINEE TO-DAY. SEVEN DAYS
WALLACK'S B'way & 30th St. Evgs. 8:15. Mats. To-day, Wed. Sat. 2:15. 6TH MONTH. H. B. WARNER in ALIAS JIMMY VALENTINE
AMERICAN ROOF GARDEN and Adirondack Camp. Usual Daily Mat. Downstairs in Theatre 25c. Geo. Evans, Wm. Courtleigh & Co., Frank Sheridan & Co., Montgomery & Moore, Adelaide & dancers, etc. June 6—CHANTICLAIR
AMERICAN THEATRE NIGHTLY. 25c. & 50c. No Higher. AN ALL STAR BILL OF 12 ACTS headed by JOHN L. SULLIVAN.
PLAZA 59th St., Mad. Av. Daily Mats. 25c. Evs. 25c. & 50c. 15 ALL STAR ACTS John L. Sullivan, Cissie Curlette, Sidney Grant, oth.
COLONIAL Daily Mat. 25c. EVA TANGUAY, "Love Waltz," The Little Stranger, Jane Courthope & Co., others.
ALHAMBRA Daily Mat. 25c. McINTYRE & HEATH, Dinkelspiel's Christmas, World & Kingston, others.
BRONX 149th St. 3d Av. Daily Mat. 25c. O'Diva, Bert Williams, Howard & North, Willy Pantzer Troupe, others.
SPRINGER'S GRAND OPERA HOUSE DAVID BELASCO Presents WARFIELD THE MUSIC MASTER
KEITH & PROCTOR'S 5TH AVE. B'way, 28th St. Daily Mat. 25 & 50c. JULIUS STEGER Seldom's Venus, Frank Tinney, Trovollo, others. WM. ROCK & Co. of 30.
HAMMERSTEIN'S ROOF 42d St. & 7th Av. & Daily Mats. in Victoria. Mme. X (Burlesque), 8 Geisha Girls, Belle Blanche, Edwards School Boys & Girls, 12 others.
THE NEW BRIGHTON Brighton Beach. Princess Rajah, Murphy & Nichols, La Petite Revue, Warren, Lyons & Meyers, Hayes & Johnson, others.
EDEN MUSEE World in Wax. King Edward Lying in State. CINEMATOGRAPH Each Hour. Hewes, the famous "White Yogi."
COLUMBIA, B'way & 47th. BURLESQUE. Daily Mats. 15c. to 50c. Evs. 25c. to $1. Smoking Permitted.
GLEN ISLAND NOW OPEN SPECIAL NEW ATTRACTIONS. 3d Av. "L" to 129th St.; thence Harlem Branch to New Rochelle (70 trains daily), or main line N. Y., N. H. & H. to New Rochelle (100 trains daily), or Subway to 177th St. and trolley. Delightful short trolley trip from any part of the Bronx. Open till midnight.
BRIGHTON BEACH PARK IS OPEN TO-DAY. Better and Brighter than ever before, Brighton Beach Park opens its door. As the Sun at high noon in splendor arrayed, All others it casts deep in the shade.
NORTH BEACH FREE FIREWORKS TO-NIGHT Boats East 99th & 134th Streets Direct Trolley via Queensboro Bridge
THOMPSON & DUNDY'S LUNA PARK THE PARK THAT MADE THE MOON FAMOUS. NOW OPEN.
NATIONAL SCHUETZENBUND OF AMERICA 6TH NATIONAL SHOOTING FESTIVAL From To-day, May 29, to June 5, 1910. At Union Hill Schuetzen Park, N. J. Shooting, Bowling, Athletic Contests for Valuable Cash Prizes and Trophies. Popular Amusements, Performances, Concerts, Dancing, Fireworks Daily. Admission 25c.
STEEPLECHASE Coney Island's Funny Place. Really Beats a 3-Ring Circus. Swimming Pool and all Attractions Going.
CONEY ISLAND'S GREATEST DREAMLAND 50 New Shows—Free Circus Everything New But the Ocean